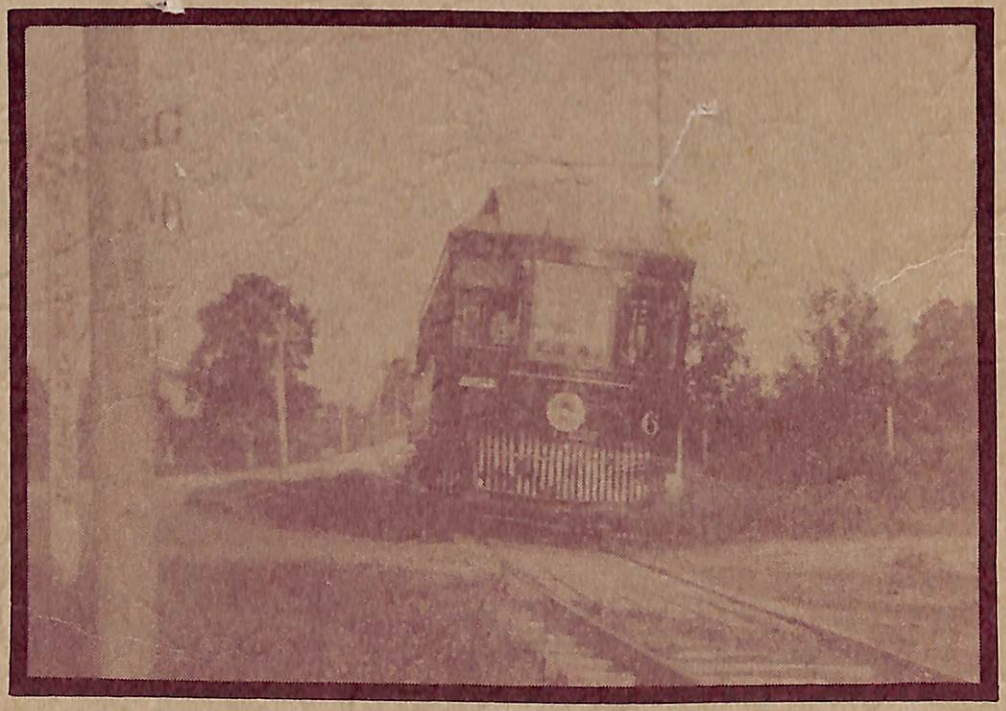
THE TEETER & WOBBLE

TALES OF THE TOLEDO & WESTERN RAILWAY CO.



By Bob Sell & Jim Findlay

Williams

The
Teeter & Wobble
Tales of the Toledo & Western RY Co.

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Bob Sell & Jim Findlay

Manuscript Editor - Lisa Wilkie
Photo Editor - Fred McCance

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Toledo & Western
Railroad

This book is dedicated to our wives, Denise and Helen, whose patience with us has allowed us to bring this volume to you.

Cover photo - Eastbound No. 6 approaches stop No. 90 B at Ogden Hwy., east of Adrian. Photo by Melvin Neuendorf.

Acknowledgements

I wish to acknowledge Mr. Darwin (Don) Yeager from the Mellwood area, may he rest in peace. Born in 1904, Don went to work for the Toledo and Western at the age of 18. He worked for the company for seven years as a conductor until 1928 when he sensed the folding of the company was inevitable. Don took me for my first "ride" on the trolley via automobile in 1982, passing away only a few months later. His memory of the line and its stories seemed fresh in his mind.

I want to thank Flossie Keefer from Morenci whose father Ray Emerson was a motorman on the Pioneer line for many years. She treated Jim and myself to a very pleasant afternoon filled with stories and photos of her father's work.

Thanks also to Bob Smith of Sylvania who helped me with much information and supplied photos of the Sylvania area.

Also, many thanks to Richard Repp Jr. of Fayette and Greta Yeager of Pioneer who helped me learn more about the Pioneer and Fayette Railroad.

I also thank the staff of The Blissfield Advance for their help.

--Bob Sell

Introduction

We make no claim that this book is either historically or factually correct. However, many hours were spent and many miles driven to interview and collect memories and pictures of the T & W from those who were in some way connected to the railway. But time plays tricks on our memories. After all, it has been nearly 60 years since the line ran its last car. We have done our best, in presenting this book and giving you the facts as we found them.

We give thanks to the many individuals who assisted in the making of the this volume, it would have been impossible without the generosity of the many photo collectors and those who loaned their memories.

- - Jim Findlay

List of Contributors

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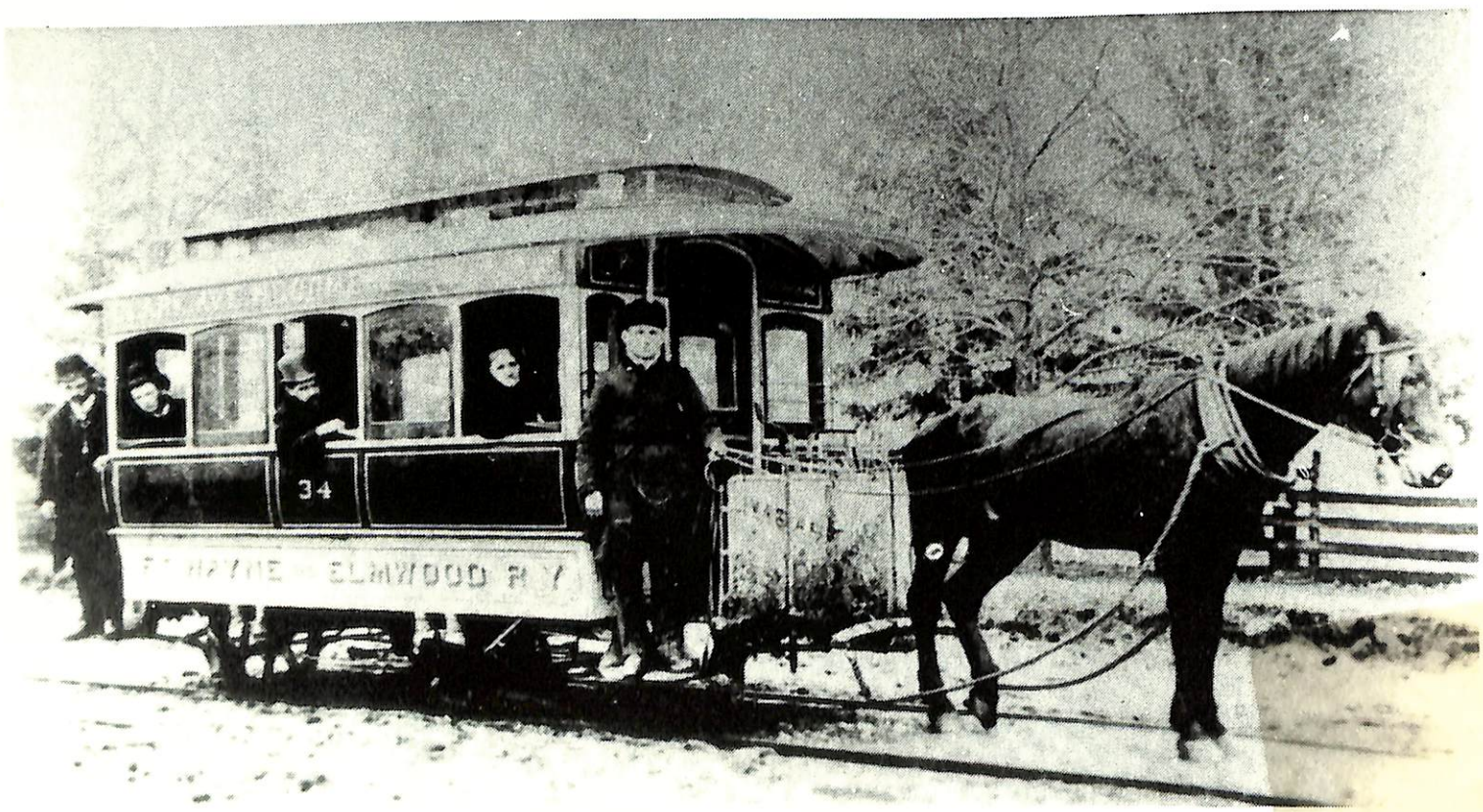
Marion Gust
Gary Holmes
Russ Mead
Phyllis Robertson
The late Claude Stoner

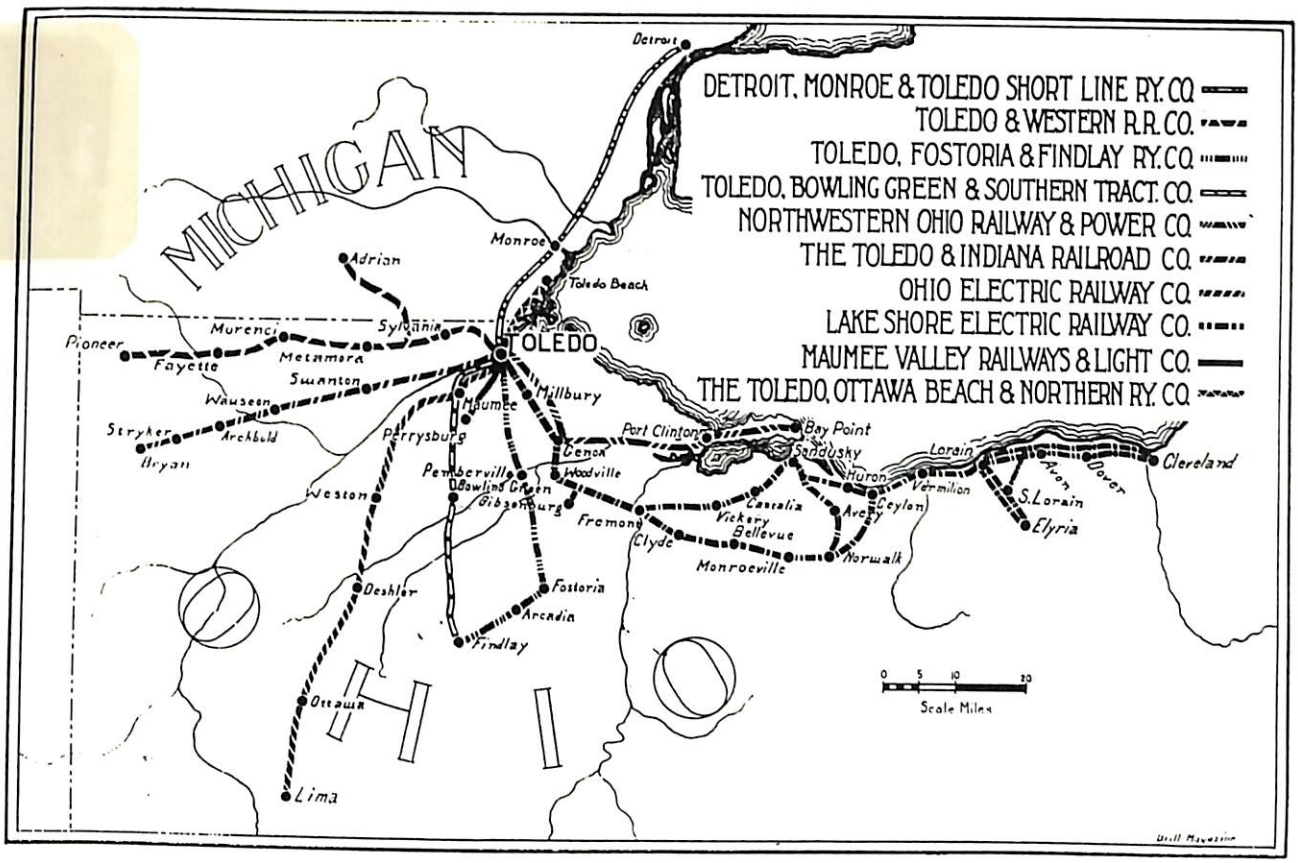
Chapter 1

The Dawn of the Street Car

As cities in the United States grew and spread out in the mid 1800s, the need for transportation from their edges to their lively centers was becoming obvious. Inventors set out to create modern vehicles which would cut travel time by hours, setting precedent for commuting - from work to home, from home to shop, from home to home.



This horse-drawn car was typical of the first street cars in Detroit starting in 1863. - Photo Bill Henning



- *Jim Findlay*

The horse-drawn street car made its first appearance in New York City in 1832. Detroit introduced the street cars in 1863.

Most felt that a street car pulled by a horse held some promise for further development. As early as 1880, Thomas A. Edison had developed the first American version of the dynamo driven electric motor. Although the invention was looked upon as a way to motorize street cars, there were problems hampering its use.

First, was the motor's inability to withstand the shock and vibration of travel. Second, was its inability to transmit the power from the generator to the car.

A third problem centered around using a third powered rail which would move the electricity from generator to car. It was tried and worked well, but it meant certain death by electrocution for man or beast if touched while standing on the ground.

This era was a heyday for inventions of all types. Leo Daft invented a small four-wheel device pulled on a dual overhead wire. Charles J. Van Depoele of Chicago further developed Daft's overhead "troller" idea, improving upon it with a spring-loaded pole pressing under a single overhead wire, using the rail to complete the circuit. "Daft's Troller" is the origin of the popular slang term "trolley."

Further development of the motor itself and the idea of mounting it between the spring and axle engaging a cog on the wheel, the brainstorm of Frank J. Sprague, allowed Van Depoele to exhibit the first electric street car in early 1885 at the Toronto Agricultural Fair. Later in 1885, Montgomery, Alabama became the first city in the United States to electrify its street cars. In 1886 Port Huron became the first city in Michigan and the third city in the nation to electrify.

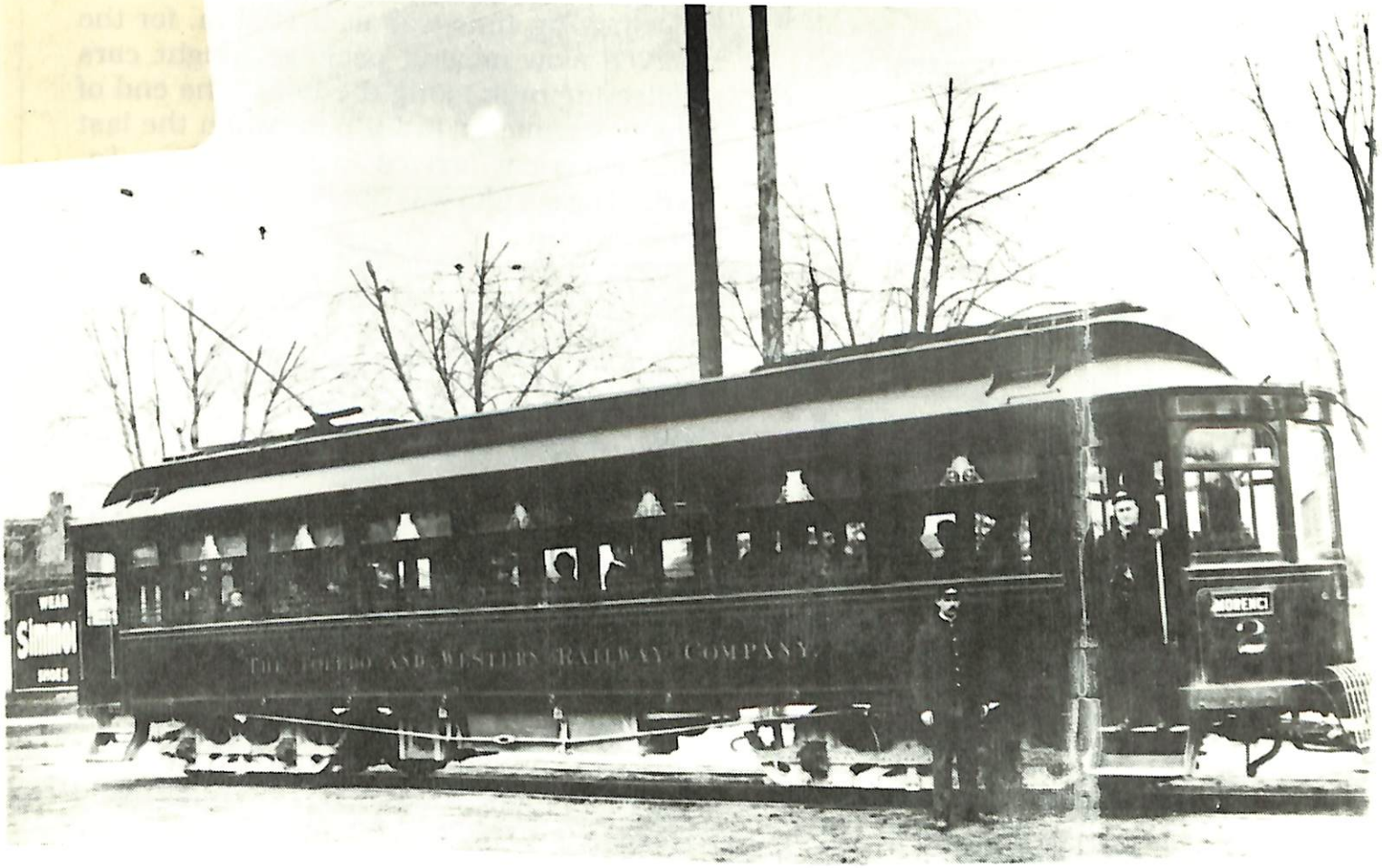
By the late 1890s, Detroit was the principal center of interurban building in the country. Between 1893 and 1901, more than 12 lines were built radiating out of the center of the city. Detroit had the most extensive system in the country until 1903 when Indianapolis took the lead. At that time, the city of Toledo had a hub with 10 lines of its own.

Chapter 2

Toledo Becomes Electrified

In a 1904 issue of the Sylvania Sun, the Toledo and Western, boasted it could operate is entire line for 16 hours on less coal than the Lake Shore and Michigan Southern Railroad could move 50 cars of freight from Elkhart, Indiana to Toledo, a distance about equal to the T & W's total trackage.

On the banks of the Nanatuck pond near Main Street in Sylvania was the huge Perkins designed Power plant generating 1500 kilowatts to power the T & W.
- Photo Bob Smith



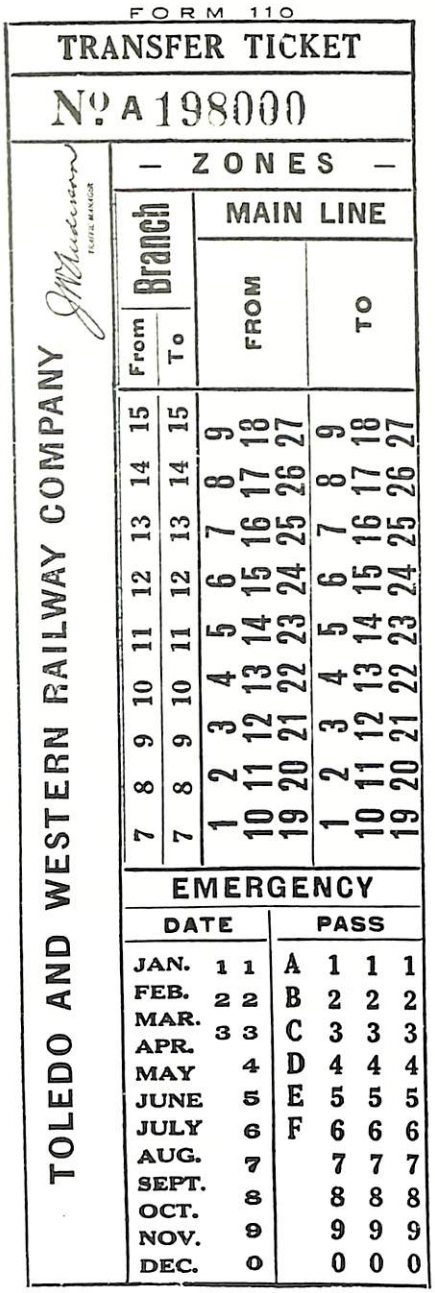
Handsome No. 2 stops to pose on its way to Morenci.
- Photo Jim Findlay

A man by the name of Perkins designed the huge Sylvania power plant that electrified many an electric car. Using a 750 horsepower engine instead of two 500 horsepower engines, he achieved all of the power necessary to operate the line. Engineers at General Electric claimed this was not possible, but to their surprise, it was highly successful.

Most thought the electric interurban was an excellent idea that by fate, came too late. This mode of transportation was just what people were looking for: The lightweight cars made quicker stops and starts than their railroad counterpart, allowing more stops while keeping total ride time short. The electric car was very energy efficient.

Quiet and smoke-free operation were also big advantages within the cities, as was the ability to move through downtown areas the railroad could not reach. The ride was slightly rougher than the railroad, but fares were generally less. Construction of the interurbans was less costly due to the use of lighter rail and roadbed, light-duty bridges, less cut and fill needed to level the rail and the car's ability to take tight curves. The biggest drawback to the electric railroad was the huge expense of maintaining overhead wire.

Although the interurban could easily reach 75 miles per hour on open stretches, speed was closer to 60 miles per hour for safety reasons. "A mile a minute" was a popular slogan and was used to promote interurban travel. Local cars stopping frequently averaged 20 miles per hour. Limited runs stopping only in towns averaged 40 miles per hour.



FORM 110

TRANSFER TICKET

No. A 198000

TOLEDO AND WESTERN RAILWAY COMPANY

— ZONES —

Branch From	Branch To	MAIN LINE FROM	MAIN LINE TO
7 8 9 10 11 12 13 14 15	7 8 9 10 11 12 13 14 15	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27	1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27

EMERGENCY

DATE		PASS			
JAN.	1	A	1	1	1
FEB.	2	B	2	2	2
MAR.	3	C	3	3	3
APR.		D	4	4	4
MAY	4	E	5	5	5
JUNE	5	F	6	6	6
JULY	6		7	7	7
AUG.	7		8	8	8
SEPT.	8		9	9	9
OCT.	9		0	0	0
NOV.	0				
DEC.					

- Paul Goble

In 1930, The Toledo & Western took passengers the 31 miles from West Toledo to Adrian in an hour and 15 minutes at a cost of 90 cents. Passengers could go 59 miles from Toledo to Pioneer in two hours and 10 minutes at a cost of $1.50. Schedules were set for three cars to meet at the same time at Allen Junction, allowing for efficient transfer of passengers.

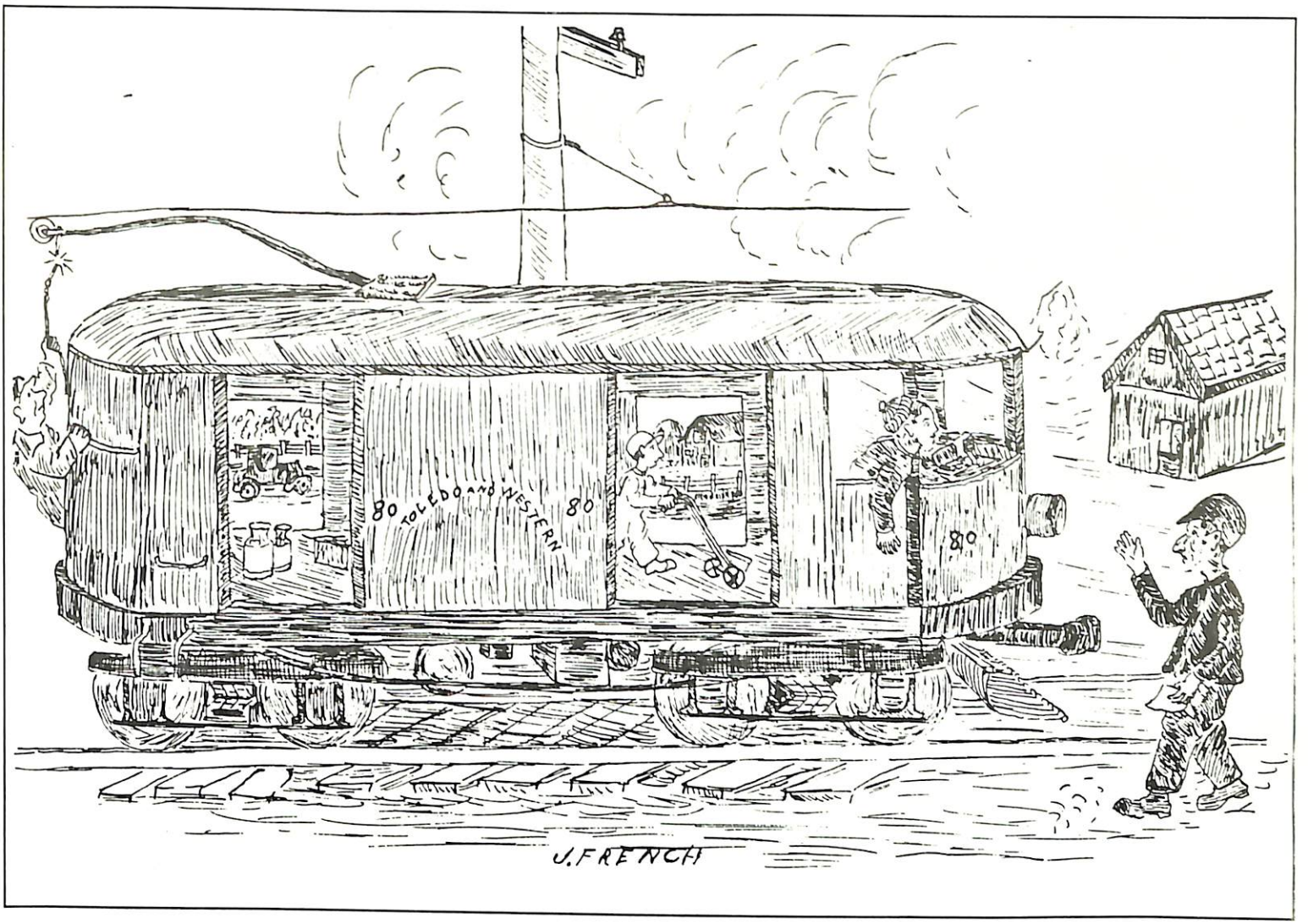
Start up time was at 5:15 a.m. for the T&W's slow-moving package freight cars collecting milk along the lines. The end of the day came at 11:20 p.m. when the last first-class car arrived in Adrian from Toledo. The system was operated by two shifts of crewman.

The T&W greatly influenced the prosperity of the farmers it served. Milk, eggs, fresh vegetables and fruit could now find eager buyers in Toledo and Adrian. The 1904 issue of the Sylvania Sun reported the property values along the line increased by approximately 25 percent.

People from all backgrounds rode the T&W. The rails afforded rural families more frequent trips to more distant areas or towns seldom reached by the time-consuming horse and wagon. And, the year-round mobility of the trolley, plus the coming of the radio did more to improve the life of rural dwellers than any events prior. Relatives in the country and city alike could see each other more often.

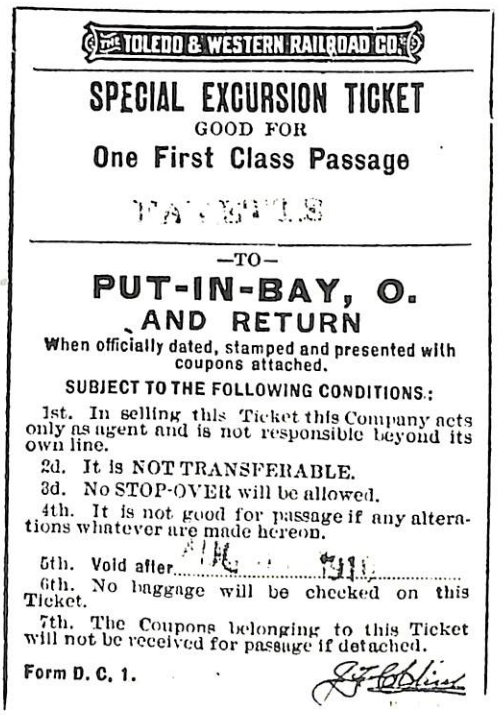
Budding high school sports teams could now travel to neighboring towns to find competition, although riding the line might not be the wisest use of travel time. Orrin Taylor, Archbold, Ohio's Buckeye Herald publisher born near the turn of the century, told about riding to Pioneer to play baseball. Pioneer is only 15 miles from Archbold as the crow flies, but this distance by trolley car via Toledo is closer to 100 miles. Mr. Taylor recalled that "it was a shame we all didn't have bicycles - we could have rode to Pioneer in an hour. As it was, boarding the Toledo and Indiana's car from Archbold, the ride to Pioneer took over four hours and over four hours to return. Small wonder we love our automobiles!"

The T&W was always busy on Sunday afternoons in the summertime. The line brought folks from all over to Cresceus in the early days and later to Smith Siding where there were diamonds of the baseball variety, where fans could watch their favorite local teams play ball.



This ink line drawing by J. French was among the momentoes saved by Arthur Twiss, conductor in the Adrian Division for the last 12 years.

- courtesy Donald Twiss



THE TOLEDO & WESTERN RAILROAD CO.

SPECIAL EXCURSION TICKET

GOOD FOR

One First Class Passage

PASSES

—TO—

PUT-IN-BAY, O.

AND RETURN

When officially dated, stamped and presented with coupons attached.

SUBJECT TO THE FOLLOWING CONDITIONS:

1st. In selling this Ticket this Company acts only as agent and is not responsible beyond its own line.

2d. It is NOT TRANSFERABLE.

3d. No STOP-OVER will be allowed.

4th. It is not good for passage if any alterations whatever are made hereon.

5th. Void after AUG 31

6th. No baggage will be checked on this Ticket.

7th. The Coupons belonging to this Ticket will not be received for passage if detached.

Form D. C. 1.

The then new motion picture houses, plus the many stores and shops, coaxed many rural dwellers for a ride to Toledo. The Lenawee County Fair in Adrian, Michigan, was also a busy time for the T&W. The T&W also became part of special excursion packages, assisting travelers to places such as Put-In-Bay or Toledo Beach.

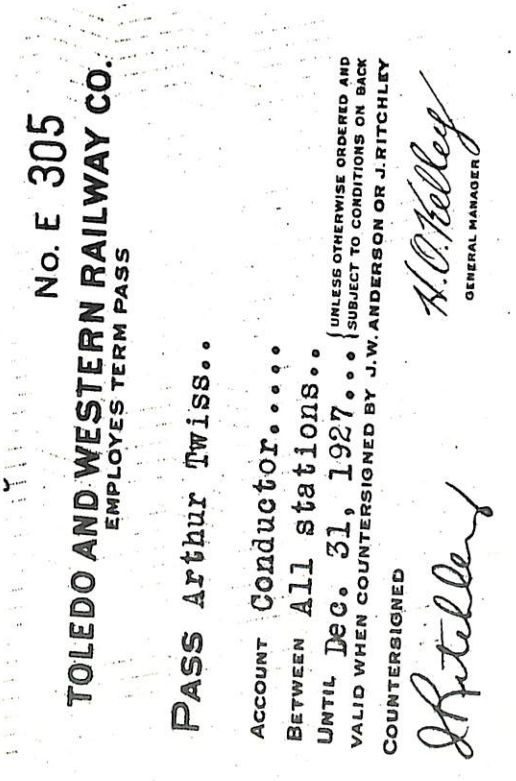
- Jim Findlay

Here No. 400 tows in "extra" of sugar beets to Blissfield. Location is east of Berkey. - Photo Jim Findlay

The T&W would use its coaches to promote business for itself. For instance, in 1906 the line took 60 Lyons area farmers to Blissfield, Michigan, to tour the new sugar plant. The T&W was promoting sugar beet production throughout the region hoping to get the business of transporting the beets to Blissfield, which it did.

Businessmen, students and commuters from all walks of life rode. One notable businessman was president of the National Bank of Commerce in Toledo, Spencer D. Carr. He rode the car daily to and from his stock farm near Morenci.

The T&W was very much a part of the communities it served. Motormen and conductors became friends with regular riders. News of local interest passed freely up and



No. E 305
TOLEDO AND WESTERN RAILWAY CO.
EMPLOYES TERM PASS

Pass Arthur Twiss..

Account Conductor.....
Between All stations..
Until Dec. 31, 1927... {UNLESS OTHERWISE ORDERED AND SUBJECT TO CONDITIONS ON BACK
VALID WHEN COUNTERSIGNED BY J.W. ANDERSON OR J. RITCHLEY
COUNTERSIGNED

H.C. Kelley
GENERAL MANAGER

- Donald Twiss

down the line. During the terrible blizzard of 1918, many crewmen told how nearby farmers invited some of them into their homes to escape the ravages of nature until the cars were dug out and power could be restored, a job which took several days.

Stops along the line were indicated numerically, many times more often than the locations shown on the map. Some rural stops were as close as 450 feet. It could be suggested that rivalries between some neighboring farmers lead to some unnecessary stops being created - typically there were about two stops per mile.

The T&W was one of the last interurban in Michigan to operate and one of the largest in Ohio, but there is no doubt had it not been built to freight standards, it too would have perished sooner than it did. As early as 1902, the T&W ran two freight trains daily. The T&W also contracted to haul the U.S. Mail building Railway Post Offices into some of its cars.

In a 1916 edition of the Brill Magazine, the T & W reported it served 27,000, the total tributary population of towns, excluding Toledo. The article related that the speed limit on the line was 45 miles per hour, and the cars made stops about every half-mile along the line. The magazine also stated that a total of 820,000 passengers rode the line in 1915, generating a revenue of 28 cents per car mile of travel.

Freight records showed 10,850 loads or eight million ton miles were moved. Total earnings were reported at $354,000. Passenger service accounted for one-half of revenues. Forty-three percent came from freight handling, and the balance from the sale of electric power it generated. Records show that T&W cars carried freight as far away as California.

In Lyons, a sack of mail is being transferred with car No. 52. *- Photo Fred McCance*

No. 400 west bound stops to transfer freight at the Morenci freight house. This freight house is the only wooden T & W building left in its original condition. - - Photo Flossie Keefer-

Only nine years later, freight accounted for 83 percent of the T&W revenues. In the 20s, 20 to 40 car trains went to and from Adrian daily. Also in the late 20s, another of T&W's large and well-paying contracts was hauling stone from Silica, Ohio to the west along its lines for the construction of U.S. 20, U.S. 223 and Ohio State Route 120. These roads would later return as the primary movers of people and freight as they had before the rails.

At its peak, the T&W exchanged freight with six different railroads at eight locations. During its lifetime, the line operated 32 different passenger cars and nearly 200 various pieces of freight and maintenance equipment. Its brightly polished burgundy cars with gold lettering and trim made them quite a spectacular sight. Unfortunately, the selection of these two rich colors was not to be an omen of the financial success of the line.

The T&W filed for bankruptcy four times in its 35 years of operation. By 1918 the interurban had hit its peak and suffered a quick demise as the automobile grew to be the public's favorite mode of transportation. Motor vehicle registration in Michigan grew from 115,000 in 1915 to 989,000 in 1925.

The 1919 voter-approved bond issue for $50 million, plus sizable federal grants for highway construction elevated the use of trucks and buses. A survey in 1925 showed 108 unregulated bus lines using 541 buses operating in Michigan which also had an impact on the use of the electric lines. In desperation, some electric lines bought buses, competing against themselves for the market share.

FORM 188

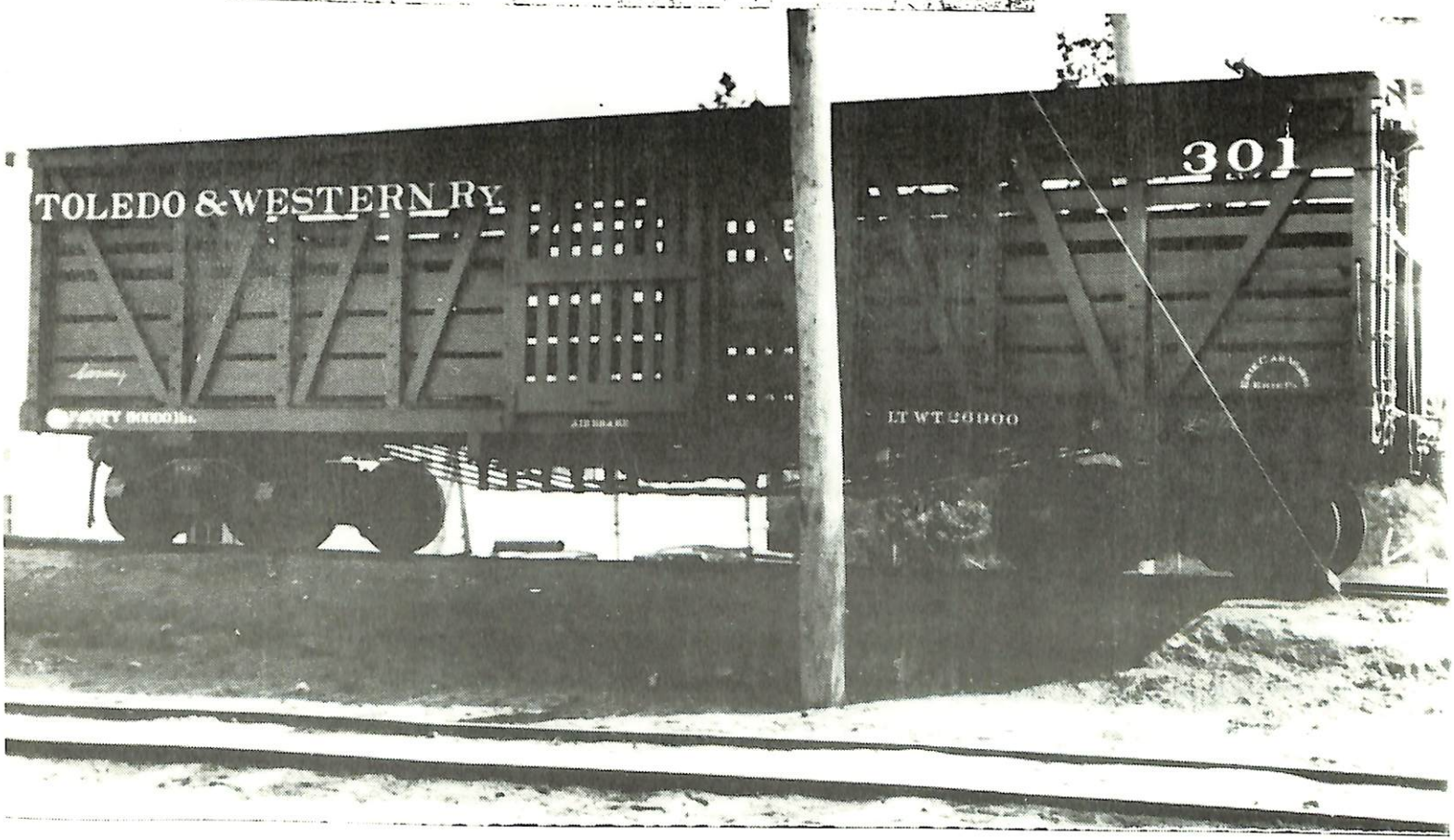
TOLEDO and WESTERN RAILWAY COMPANY

Train Order No._____

From_____ 192__

31 : To C & M : At

Richard Schmucker



Moving large amounts of livestock required a fleet of stock cars like No. 301 pictured here. -

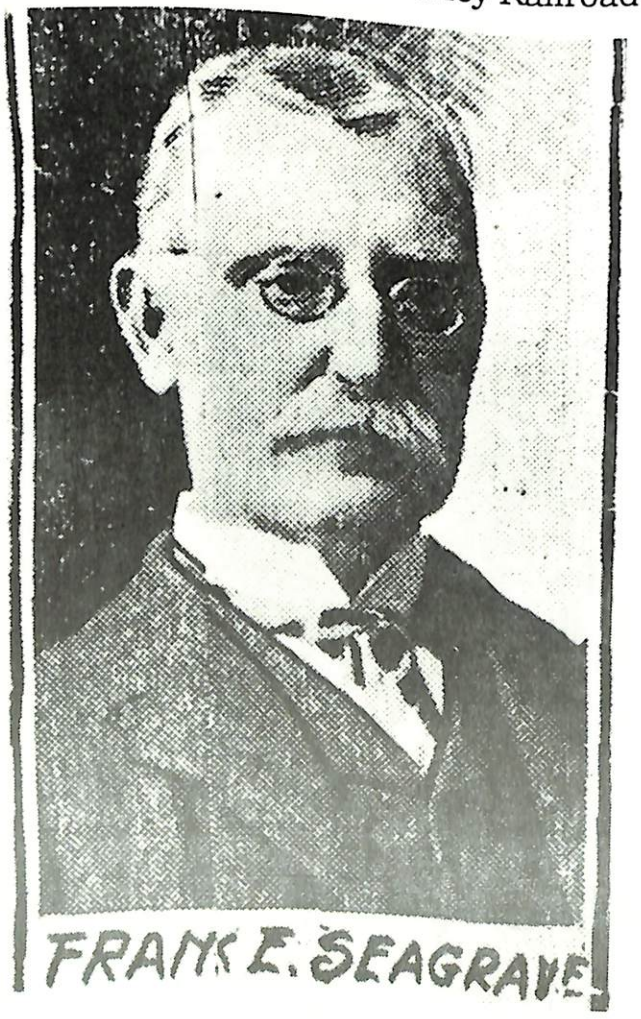
- Photo Jim Findlay

Chapter 3

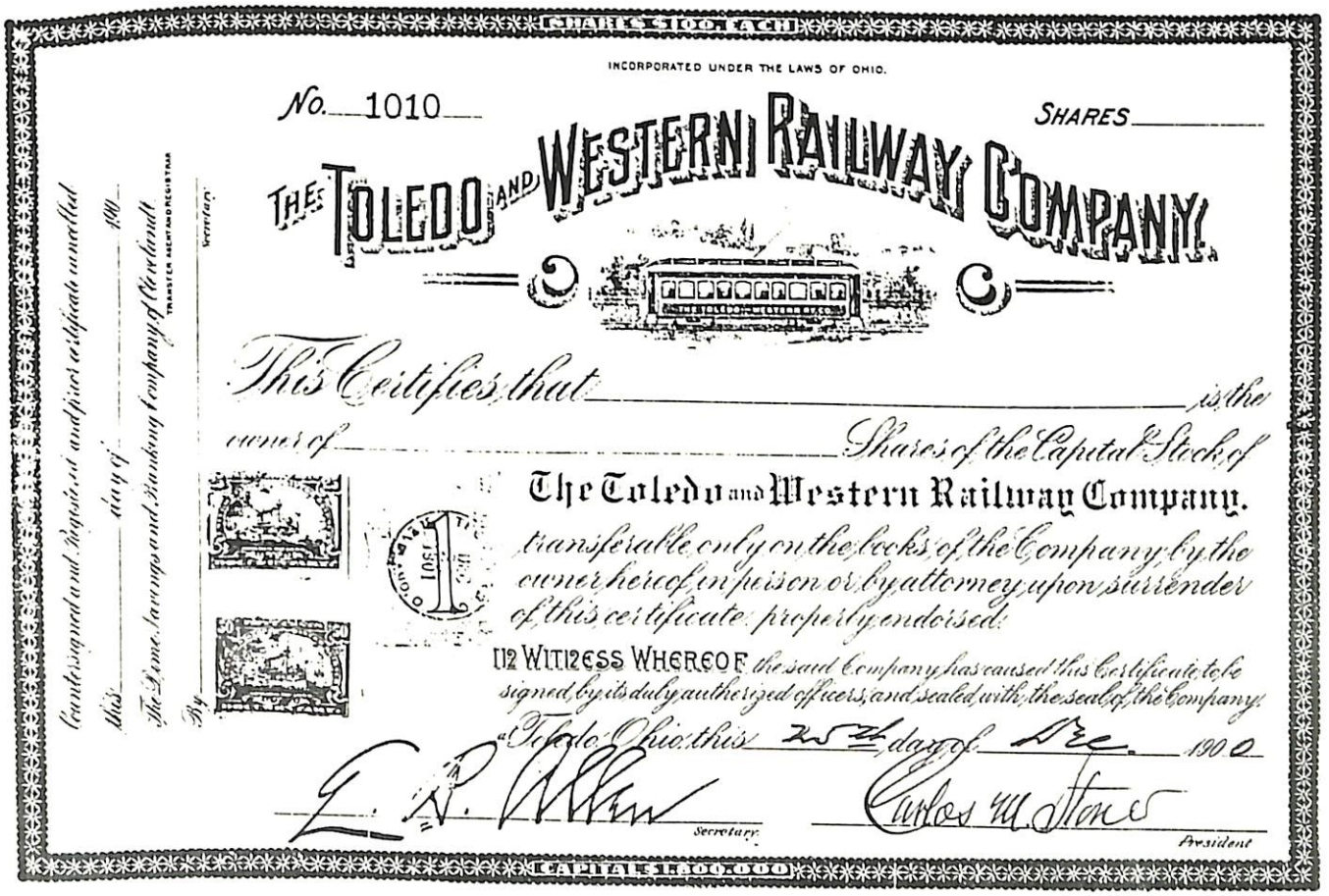
Important Dates for the T&W

Chronologically, the history of the T&W is as fascinating a trip as the ride itself. Before embarking on the ride in Chapter 4, a historical perspective is called for.

1890 - The St. Joseph's Valley Railroad



Known as the Father of the T & W, it was this man's foresight that made the T & W the large freight handler it was. - *Photo Bob Smith*



- *Don Yeager*

announced it would build a railroad east from Chicago to Angola, Indiana. It boasted it could provide 30,000 box cars of freight annually to a line that could reach Angola, Ind., from Toledo. This was a plan to compete with Cornelius Vanderbilt's Lake Shore and Michigan Southern monopoly. The Toledo and Indiana Railroad, another electric line, paralleled the LS & MS's Buffalo to Chicago Airline out of South Toledo and made it as far as Bryan, Ohio before running out of money.

From southwest Toledo, the Toledo-Angola and Western construction reached west less than 10 miles when large deposits of silica sand for making glass and huge limestone out croppings were discovered. At this point, the promoters of the line decided to drop out of the race for Angola and go to work moving the raw materials they had found, back to Toledo.

1891 - Right of way property was purchased for construction of the third line, the Toledo and Ohio Northern Railroad, intending to be a steam line west from Sylvania to Fayette, Ohio.

1899 - A railroad named the Toledo, Adrian and Jackson was planned from Allen Junction, four miles west of Sylvania, to Adrian and eventually on to Jackson.

The Toledo and Western Railway was incorporated under the laws of Ohio on December 28. The T&W was conceived and promoted by Frank E. Seagrave, who felt that freight could also be transported by electricity. The new mode of electricity was chosen for power, and the track was to be built to freight standards to fulfill Seagrave's dream.

The line was financed with $1 million in capital stock and $3 million in Gold Bonds handled by the Cleveland Trust Co. and the National Bank of Commerce of New York City. Company officers were listed as Luther

Allen, president and treasurer and James R. Seagrave, vice president, both of Cleveland. Frank E. Seagrave of Toledo was secretary. Board of Directors were listed as Judge Carlos M. Stone, W.L. Hayes, F.C. MacMillan, E. B. Allen and C.E. French.

While some interurbans forged out into areas the railroads failed to penetrate, others competed head to head with existing steam lines. The T&W diversified by attempting to do both. It's main line to the west basically paralleled the first horse and wagon route known as the Indiana Plank Road. This route passed over a slightly elevated moraine which bordered the north edge of the Great Black Swamp, and the south edge of the Black Ash and Great Cottonwood Swamps.

This area was by no means prosperous in the early days, but after the swamps were drained, it became one of the richest agricultural belts in the world. Agricultural products contributed heavily to this line, but low population was a drawback.

The branch to Adrian was a direct attempt to cut in on the fortunes earned by the Erie and Kalamazoo, later Lake Shore & Michigan Southern. Heavy industry in Blissfield, Palmyra and Adrian, plus the high populations of these cities, made this route very appealing. Competition from the giant LS & MS, however, kept fares and freight rates low.

1900 - Construction began on a 16-foot wide right-of-way with 60-pound rail on cedar ties in October. The T&W acquired the Toledo, Adrian and Jackson right-of-way to Adrian.

Another of the early cars was the Jewett "Combo" car No. 30, photographed in Sylvania.

- Photo Jim Findlay

Official map of the T & W as published in the Nov. 10, 1904 Sylvania Sun. - *Bob Smith*

This Ballast train is headed up by one of T & W FM Pease locos. No. 103. These locos were often referred to as an" out house on a raft." - Photo Jim Findlay

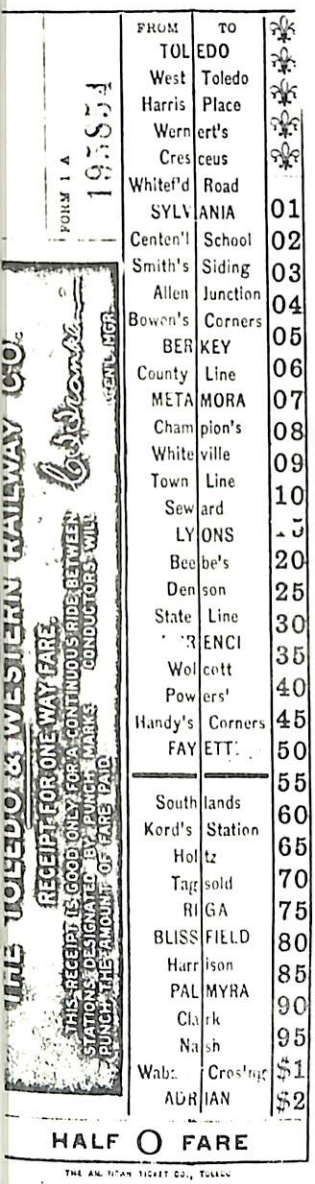
1901 - By March 18, track reached Sylvania. Operations began with six new Jewett Company built passenger cars, No. 1 and 2, 29 and 30 and 51 and 52 in burgundy, and Nos. 75 and 76 freight motors in green. Included were two F.M. Pease light duty locomotives to pull freight cars. On December 7, service began to Adrian.

1902 - By August 9, track reached west from Allen Junction to Fayette, Ohio. Six more Jewetts were purchased, Nos. 3-8. Charles F. Franklin, a man with many railroad connections, was hired as general manager. He accelerated freight traffic. The incorporation of the Toledo, Fayette and Western Railroad was announced. It planned to build a track west from Fayette to the Indiana state line. It was purchased by the T&W for expansion of its line.

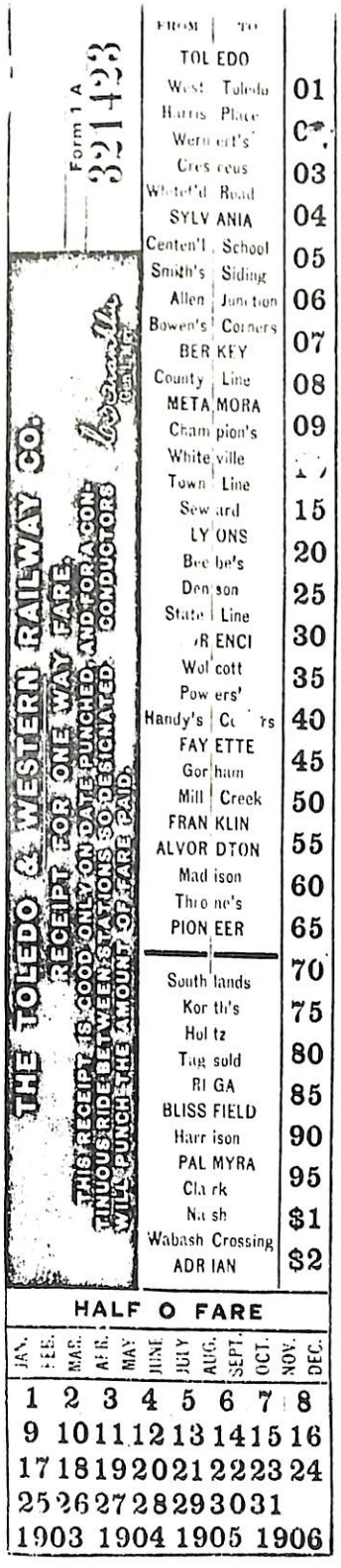
1903 - By November 1, track reached Pioneer, Ohio. The Wabash subway was dug, allowing quick entrance into Adrian. Although referred to as a subway, it was actually nothing more than an underpass allowing the T&W to travel underneath the Wabash tracks. It was approximately 1,600 feet long (two 800 feet depressed ramps) and was reported to have cost $25,000 to construct. It proved to be a problem during periods of heavy rain as the sump system to drain the underpass was inadequate.

1904 - Properties were purchased west of Adrian and also west of Pioneer. The line handled 5,000 boxcars of freight at the age of three years.

1905 - The T&W announced it would



- *Jim Findlay*



build a branch line southwest of Alvordton, Ohio to Waterloo, Indiana. It also announced hopes of extending the mainline through Angola on to Goshen, Indiana. This branch and extension never made it beyond the planning stages. Grading was completed from Adrian to Hudson and from Pioneer to Ohio-Indiana state line.

1906 - The T&W filed bankruptcy for the first time. It was sold for $337,500 to Toledo Railway and Light Co. under the direction of the Everett-Moore Syndicate, the largest interurban conglomerate in the Midwest. The sale wiped out the value of the T&W stock reported to be worth $1.8 million. The offices were moved from Sylvania to Toledo.

1907 - T&W purchased the Adrian City Electric Belt Line Railway Company, increasing their reach to downtown Adrian. The line adopted a motto and trademark, "The Modern Way." Niles-built cars Nos 53, 54 and 55 were ordered in Everett-Moore Corporate colors of orange.

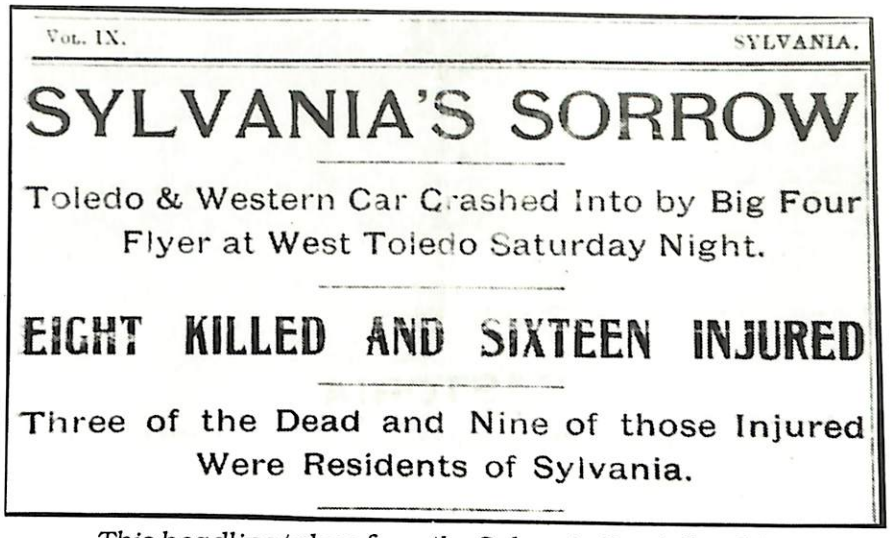
1908 - Again the T&W attempted to expand their line to the west from Adrian to Coldwater. The financial backers complained that they had already spent $70,000 to grade the right of way and build bridges. Completion costs were estimated at $1.5 million. The investors stated that they would not finance any additional progress unless people and businesses along the proposed extension provided $300,000. This much interest could not be found, and the extension was abandoned.

Shown at the left are two early tickets. The one on the left was issued in 1902 before the line reached Pioneer.

Located at the east edge of Adrian was the Wabash Subway, shown above. This under pass would fill with water during periods of heavy rain.
- Photo Jim Findlay

Below, brand new in Sylvania is car No. 53, a Niles built car painted orange. *- Photo Jim Findlay*

This year brought more bad news. The T&W sets the grim record of killing the most passengers in a single interurban accident. On the evening of February 23, 1908, 10 died when No. 4, running late, crossed in front of a "Big Four" Flyer (the Cleveland, Cincinnati, Chicago, and St. Louis line) passenger train in Phillips Avenue in West Toledo. An unusual twist to this wreck was the fact that the casualties were the passengers at the car's front and rear, while the passengers at the point of impact, although seriously injured, survived the crash.



Vol. IX. SYLVANIA.

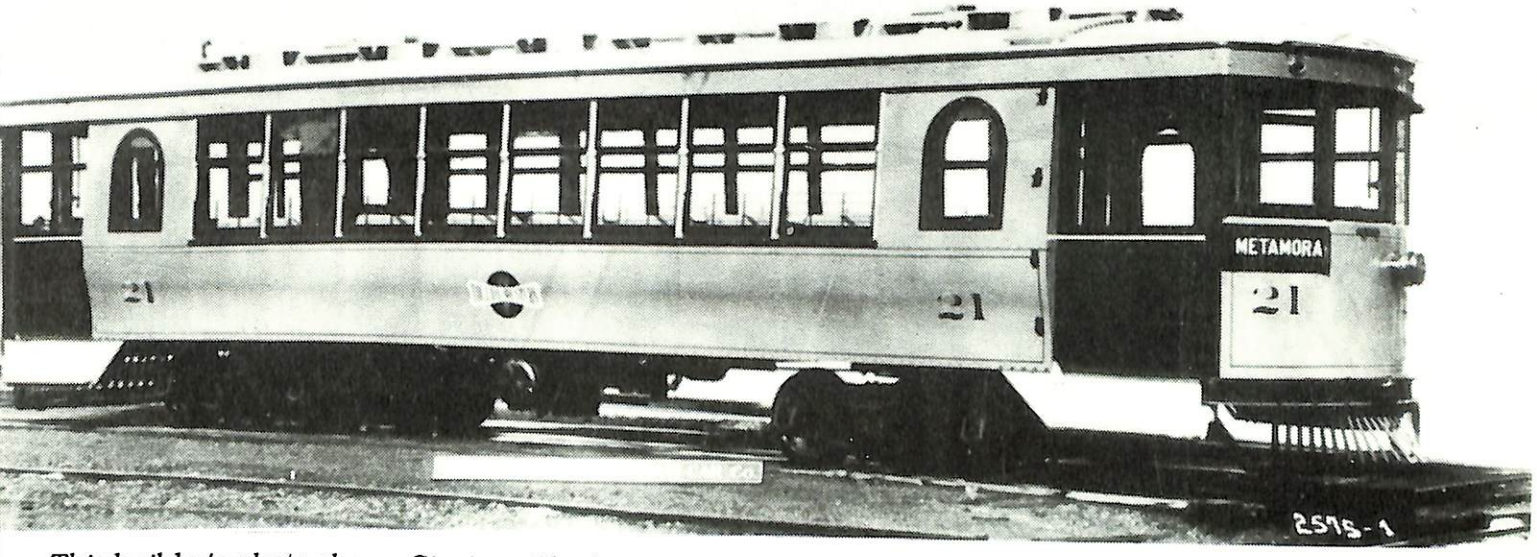
SYLVANIA'S SORROW

Toledo & Western Car Crashed Into by Big Four Flyer at West Toledo Saturday Night.

EIGHT KILLED AND SIXTEEN INJURED

Three of the Dead and Nine of those Injured Were Residents of Sylvania.

This headline taken from the Sylvania Sun tells of the terrible fate of car No. 4 and its passengers. Two more would later die in the hospital. - courtesy Bob Smith



This builder's photo shows Cincinnati built car No. 21 in yellow. This car and mates 22 & 23 are currently in use as a diner in White City. on US 20 near Lyons, OH. - Photo Fred McCance

Form 57

TOLEDO AND WESTERN RAILWAY COMPANY
CONDUCTOR'S TRIP REPORT

_____ Conductor

Date_____, 193__

Train No._____ Dep._____ M. Arr._____ M.

Car No._____ From_____ To_____

Car No._____ From_____ To_____

FARE RECEIPTS

Opening No.	Closing No.	Total Issued

TICKET EXCHANGE RECEIPT

Opening No.	Closing No.	Total Issued

Number Tickets Collected - - - _____

Total Paid passengers (Inc. city passengers) - - - - - - - - - _____

Cash Fares - - - - - Amount $_____

_____ City Fares, Amount $_____

Total Cash - $_____

Number of Fares Indicated on Ohmer Register - - - - - - _____

Trip Passes - - - - - - - - - - - _____

Annual Passes - - - - - - - - - - _____

Employe Checks - - - - - - - - - _____

Milk Cans; 10 gal._____ 1½ gal._____ 5 gal._____

1913 - The T&W filed bankruptcy again and was purchased by the Cities Service group under Henry L. Doherty.

1914 - The T&W reported over $4 million had been spent on the line to date.

1921 - A strike by railroad employees shut down the T&W. Two employees, "Pop" Gloyd and Edwin Strable each bought a bus and started a line to fill the void. The people loved Pop and Edwin and continued to ride the buses after the strike was settled. The T&W ordered three new Cincinnati 'curved side' coaches Nos 21, 22 and 23 in the new company colors of yellow, hoping to lure back customers. The plan failed and the T&W was bankrupt for the third time.

1924 - A year of sweeping changes - the T&W was purchased by the Willys-Overland Motor Company and the Wabash Railway. Joseph Cronin was hired as general manager and was very freight oriented.

Downtown Adrian street car service was discontinued and track removed. Service to downtown Toledo was also suspended. Some stops along the line were discontinued, others were renamed. Fare boxes were placed on the cars to reduce the cost of labor by replacing conductors.

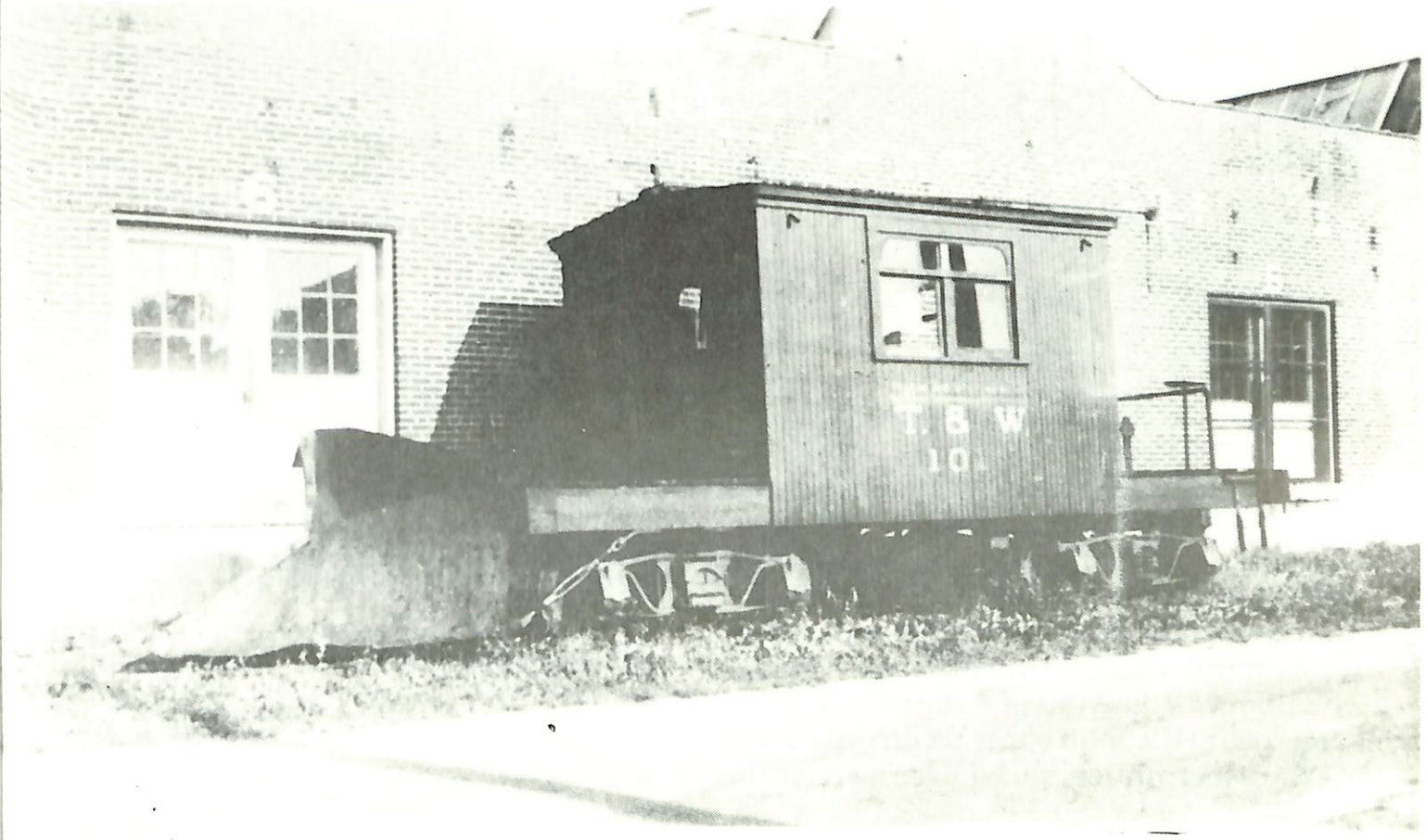
Trackage from Toledo to Adrian was upgraded to 90-pound rail. Fitch Yard in Toledo was expanded to 300 acres in 1929, claiming to be the largest electric freight yard in the United States containing 16 tracks capable of holding 543 rail cars. A new Adrian yard was also built.

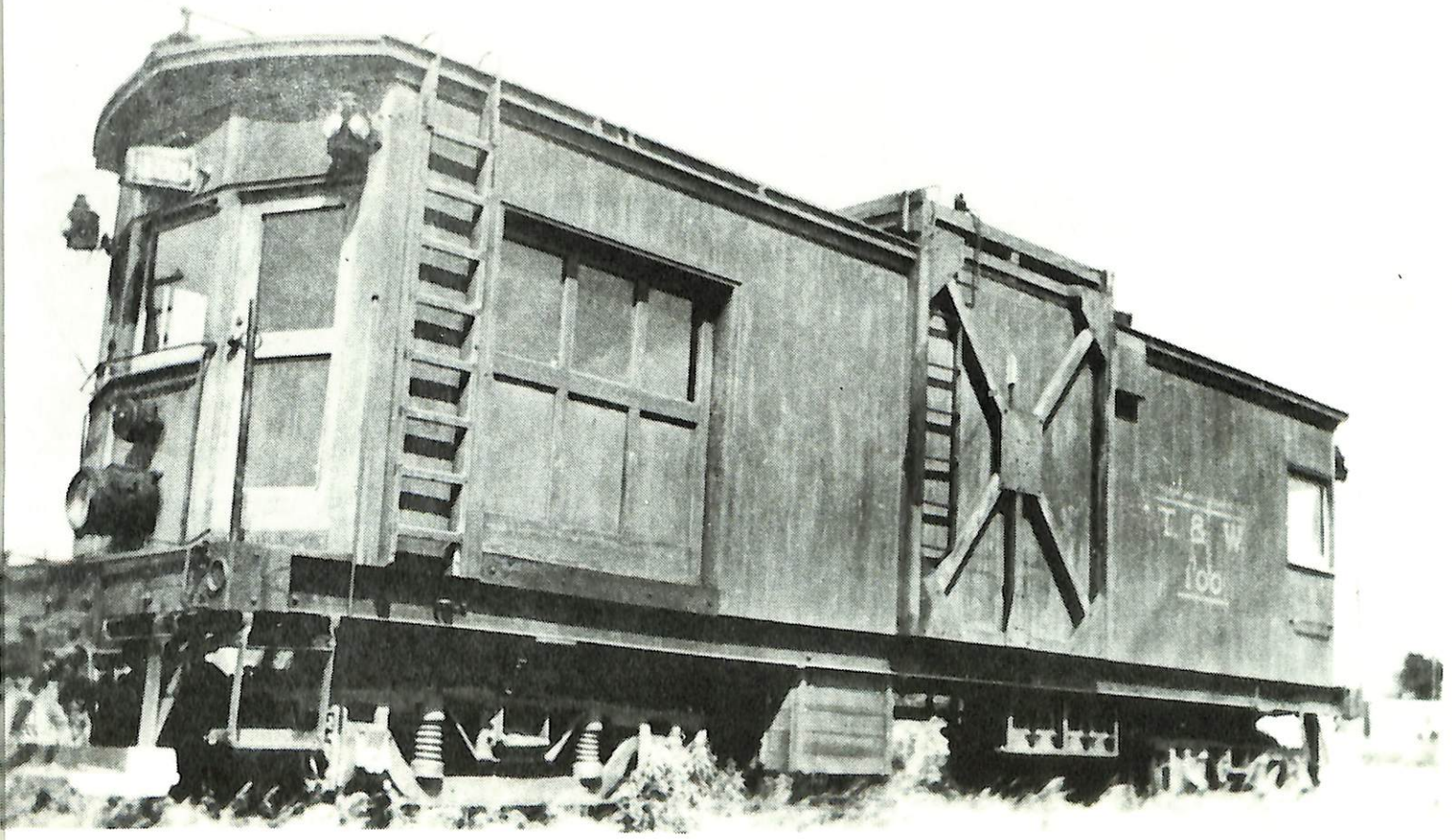
The Fitch Yard, located where Start High School, the Miracle Mile Shopping Center

Trip report at left. - Paul Goble

Used for more normal snowfall duty was flanger car No. 10, shown above to right. - Photo Jim Findlay

At right, cable maintaince car No. 100 as built by this T & W crew. After the final bankrupsy, the T & B used it to maintain their overhead wire. In 1936 it was used as a package freight motor in Springfield, OH. From there it returned to home tracks as a caboose for the O & M on the Pioneer branch. After the O & M called it quits it went to Tedrow, OH, where it is in use as a storage shed. - Photo Jim Findlay


T & W
10


T & W
100

and Bowman Park are now, was used to load and store new Willys-Overland autos and possessed two 1,100-foot loading docks. The docks were destroyed by fire in August, 1930 and not rebuilt. Most of the T&W's freight cars were junked, Wabash cars would now be used.

About 13,000 rail cars of new autos were carried annually from Fitch Yard to Adrian for transportation by the Wabash Railroad to St. Louis for centralized distribution, accounting for 83 percent of T&W's business. The subway east of Adrian was filled in. Three new power substations were built at Allen Junction, Fullers, and Alvordton.

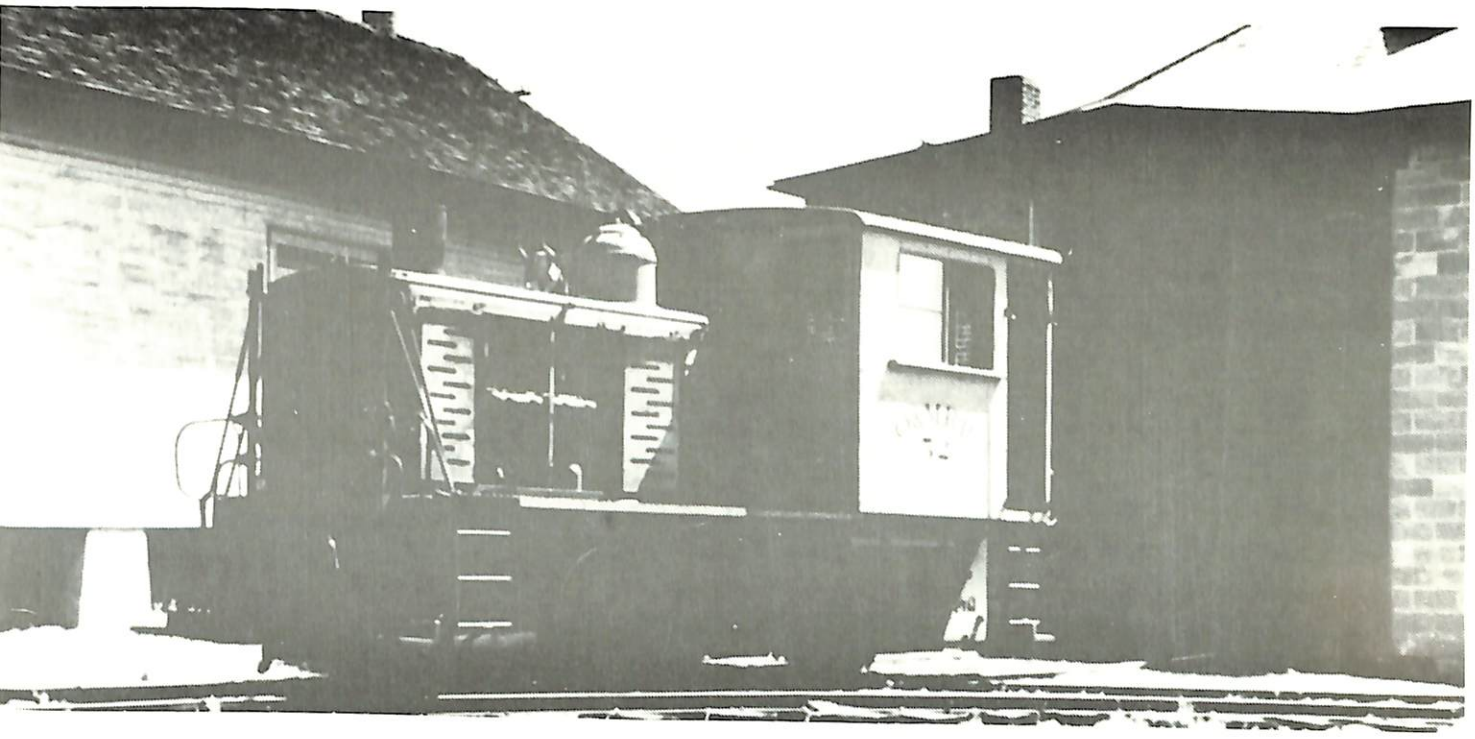
1932 - At the height of the Great Depression, Willys-Overland auto sales were slumping, and autos, trucks and buses were taking their bite out of T&W revenues. The line was down to one round trip daily. After losing the mail contract on July 1, the T&W discontinued passenger service on the Pioneer Branch. The last passenger car round trip travelled from Toledo to Pioneer on Saturday, July 2, 1932.

The T&W filed for abandonment, but local businessmen along the line joined together and filed protest to the Interstate Commerce Commission. The businessmen won, and the T&W was forced to continue freight operations until a buyer could be found.

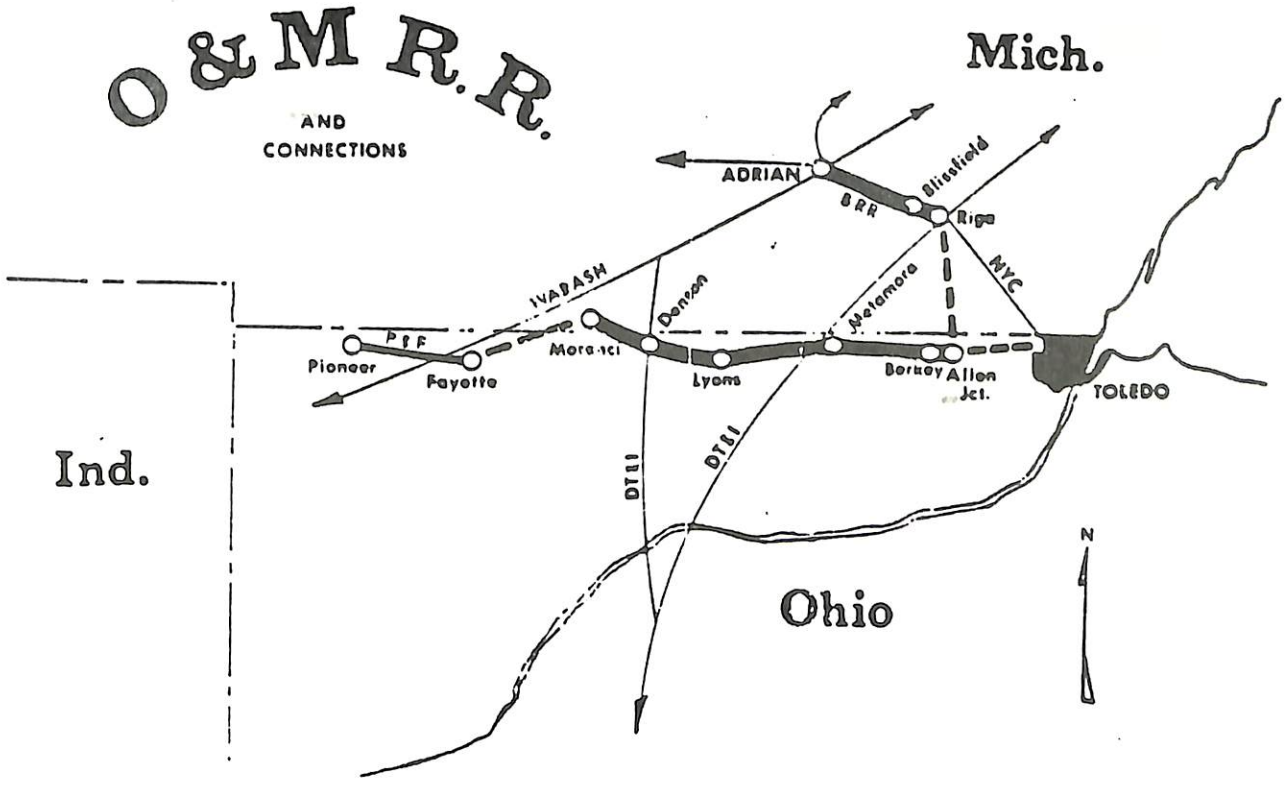
1933 - The T&W abandoned the track from Allen Junction to Pioneer on July 1. Passenger service on the Adrian branch was terminated as was the light package freight service. The Joseph Schonthal Company of Columbus, Ohio acquired the Pioneer branch for $55,000. He formed the Ohio and Morenci Railroad to operate from Allen Junction to Morenci. Schonthal discontinued the use of electricity from the start and used gasoline powered locomotives. Morenci was the home base of operation.

The Morenci Station, seen here became the Ohio & Morenci home base of operation in 1933.

- Photo Jim Findlay



No. 52 shown here in Morenci was one of the O & M's locos after the overhead wire was taken down. This loco was affectionatly known as the Yellow Mule .
- WC Hommerding



- Doug Leffler

Schonthal sold the 13-mile Fayette to Pioneer section for $16,000 to some businessmen led by Earl Snyder of Pioneer, Ohio. This created the Pioneer and Fayette Railroad Company. The track between Fayette and Morenci was removed. Within a few years, Mr. Snyder's P & F was moving in excess of 1,000 rail cars annually.

Snyder was an ardent rail fan. He routinely gave rides and tours of his railroad. When the Interstate Commerce Commission got wind of this, they told him that he was in violation of ICC safety regulations and that he must stop. Not about to disappoint his fellow rail fans, Mr. Snyder printed a P&F letterhead listing approximately two dozen "Honorary Vice Presidents," allowing them to ride at no cost. The P & F was listed in Ripley's "Believe It or Not" in the mid-40s. Earl Snyder was cited as owner, engineer, conductor and brakeman of the United States' shortest railroad.

Earl Snyder - Father of the P & F. - Photo Greta Yeager

The P. and F. Railroad Co.

ROY R HEACOCK. VICE PRES — EDNA E SNYDER SEC'Y.

SOUVENIR

PASS — NO. A-13

OVER ENTIRE SYSTEM

NO PASSENGERS — FREIGHT ONLY

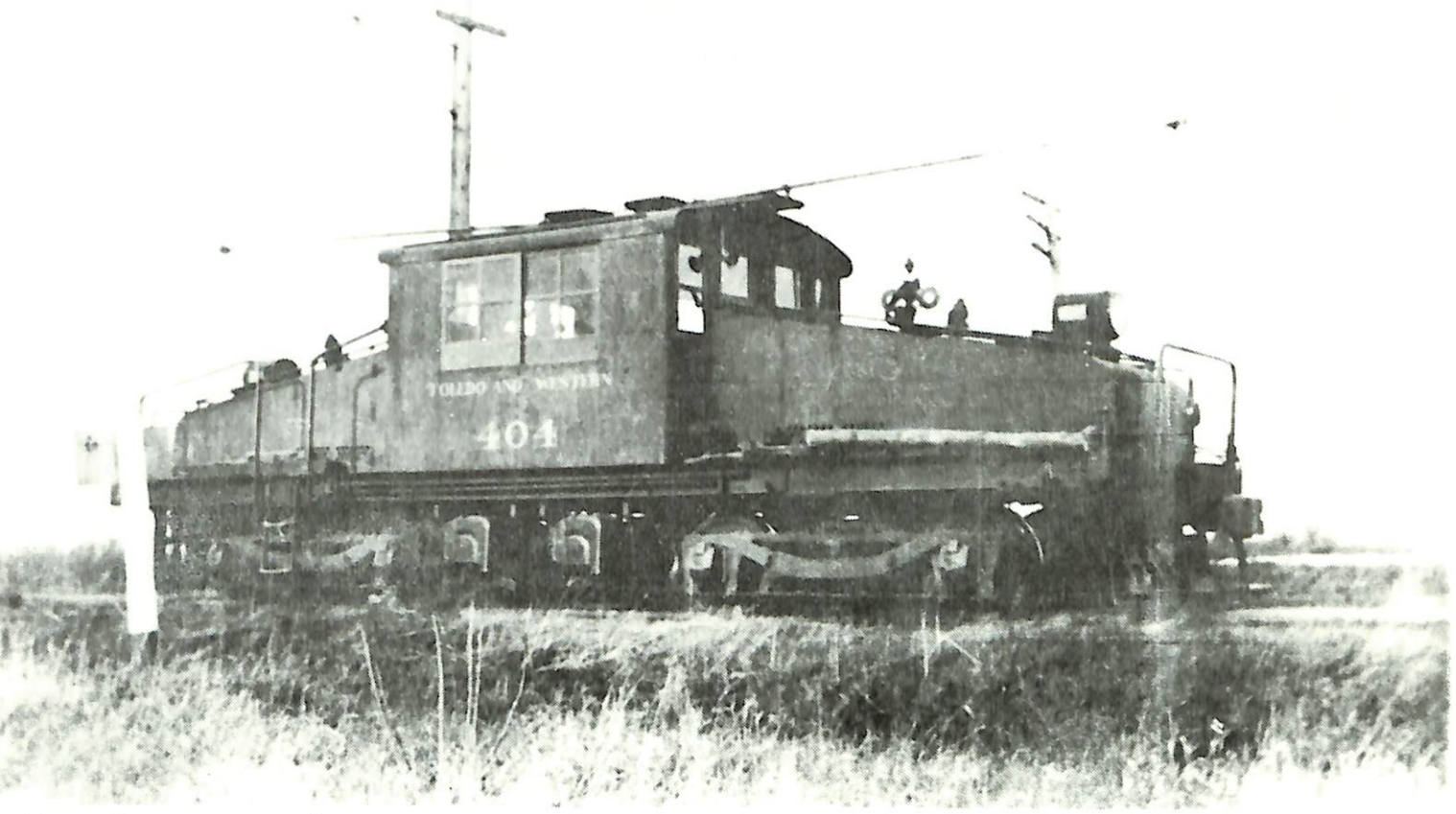
NATIONS FAMOUS ONE MAN R. R.

COUNTERSIGNED — EARL SIDNEY SNYDER

PRESIDENT ETC.

_____ SEC'Y.

- Greta Yeager



Shown here is Westinghouse loco No. 404 at Collings Yard east of Blissfield. This would be the last electric loco to run from Toledo to Adrian, used by the Toledo & Blissfield Railroad. *- Photo Jim Findlay*

1934 - The T&W filed for abandonment of the Toledo to Adrian division on June 24.

1935 - The T&W was given permission to abandon on February 1. An ICC examiner determined the line would lose $47,000 annually if forced to continue operating.

The T&W track from Toledo to Adrian was sold to the Joseph Schonthal Co. for $85,100 on June 12. He stated he would operate until unprofitable, then scrap the line. On June 15, management passed out the final paychecks and the T&W passed into history. Schonthal organized the Toledo and Blissfield Railroad and operated from Fitch Yard (the Toledo Terminal Railroad) and Adrian (the Wabash Railroad), interchanging O&M and Detroit Toledo and Ironton cars at Allen Junction. He used No. 404 General Electric locomotive purchased from the T&W to move cars.

In November, the village of Blissfield threatened court action if the new operator did not fix the tracks through town. Although the Blissfield Advance described the tracks through town as "more or less" a traffic hazard, village elders recalled that the Michigan Department of Transportation reported to the village that they where considering bypassing Blissfield with the new U.S. 223 which was in the planning stages. The village wanted the highway through town hoping it would help turn around the effects of the Depression.

In December, the T&B dodged this bullet by filing for abandonment and organized the Blissfield Railroad.

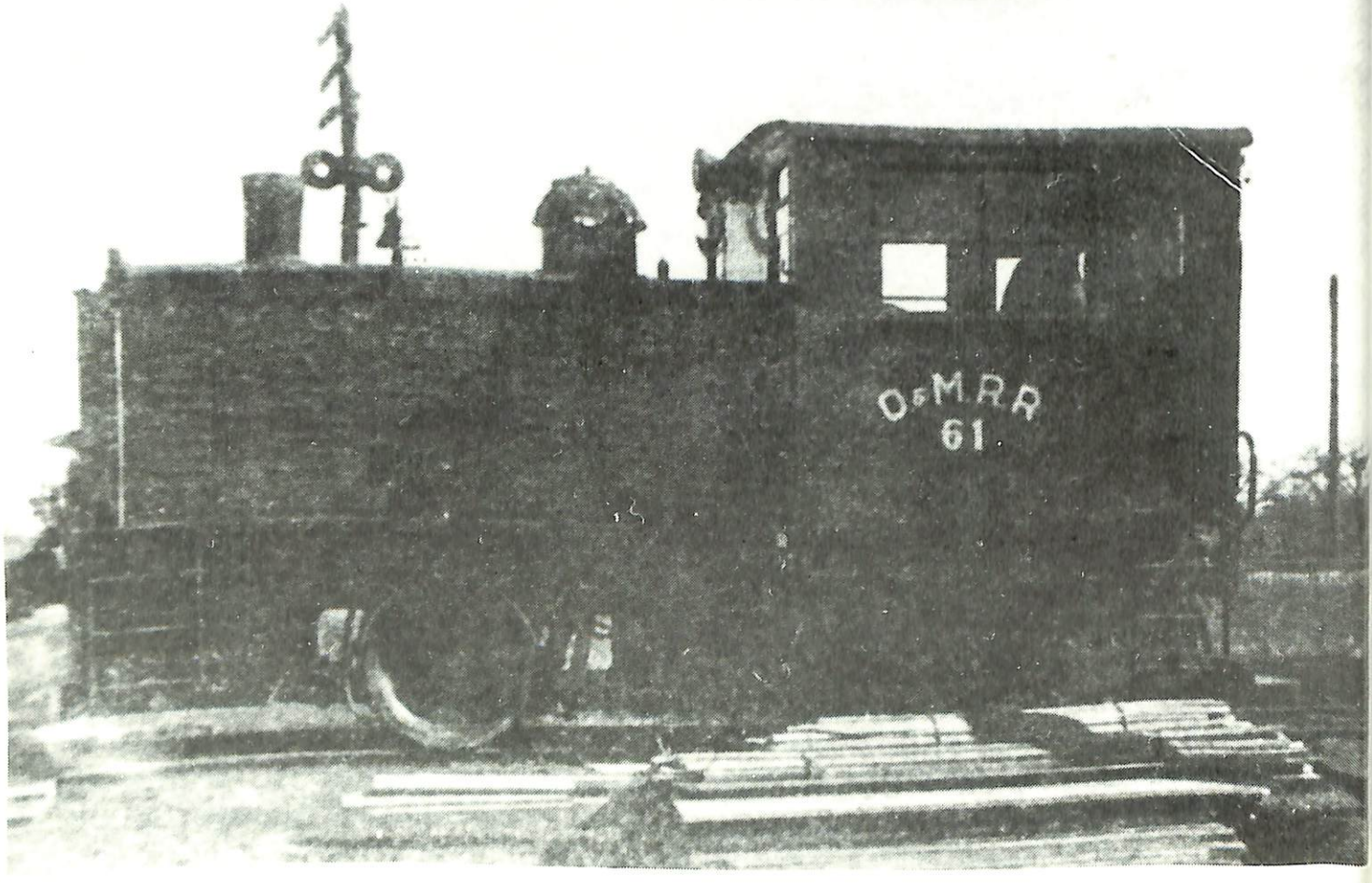
1936 - Beginning on Jauary 1, the Blissfield Railroad would now move freight from Collings Yard east of Blissfield through town to Adrian. The BRR discontinued use of electricity on the line. It moved freight with a Plymouth 30-ton, 200 horsepower gasoline-powered locomotive, No. 61.

Determined to see the track removed, the village of Blissfield filed suit against the BRR. On Oct. 6, Judge G. Arthur Rathbun gave the BRR 45 days to remove the track. The BRR filed for abandonment. Track was removed from Collings to Fitch Yard and Adrian Street trackage in Blissfield to Adrian. The 1.7 miles of track left near Collings Yard would be used by the Ohio and Morenci to service the Great Lakes Sugar Co., Home Canning Co. and S and S Oil, to the interchange track connecting with the New York Central "Old Road." It built an engine house and office south of the NYC and U.S. 223 crossing.

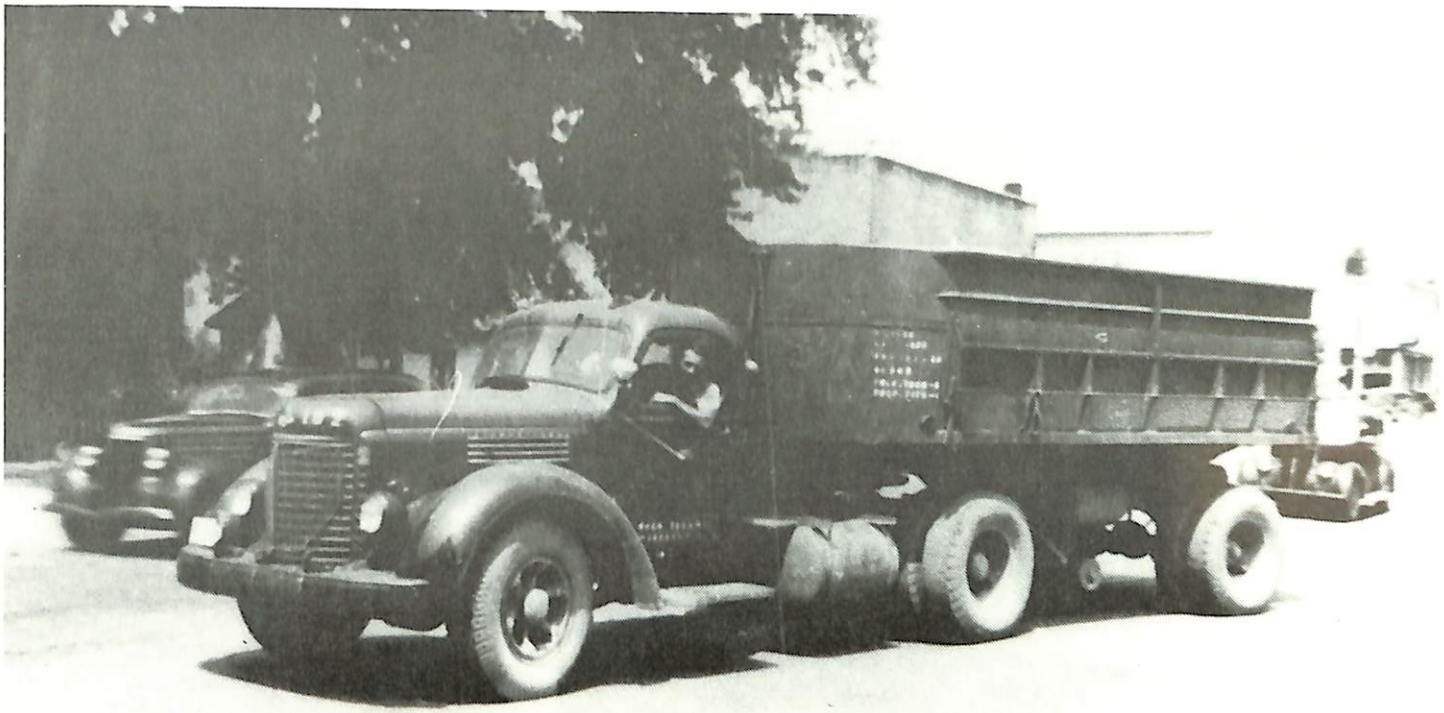
1938 - O&M discontinued service from Allen Junction to Berkey, Ohio and pulled up the track.

1943 - The Pioneer and Fayette abandoned all but one-half mile of track at Franklin Junction near Alvordton, Ohio on February 15. It maintained a single gasoline-powered locomotive to switch cars with the Wabash and moved freight with two trucks to and from this point.

1951 - In June, O&M abandoned the Morenci to Berkey line when Metamora, Lyons and Morenci ordered track repairs through their villages. Again, businessmen



Plymouth Loco No. 61 sets in Blissfield. Marked for the O &M, it started working from Blissfield to Adrian for the Blissfield Railroad in 1936. - Photo Jim Tarbell



Shown here is John Yeager in one of the two new International K-Series dump trucks Earl Snyder received from Uncle Sam in exchange for the 12.5 miles of rail the US needed during WWII. Richard Repp was often seen behind the wheel of the other truck. - *Photo Greta Yeager*

objected, but could not prove they would be able to support the line.

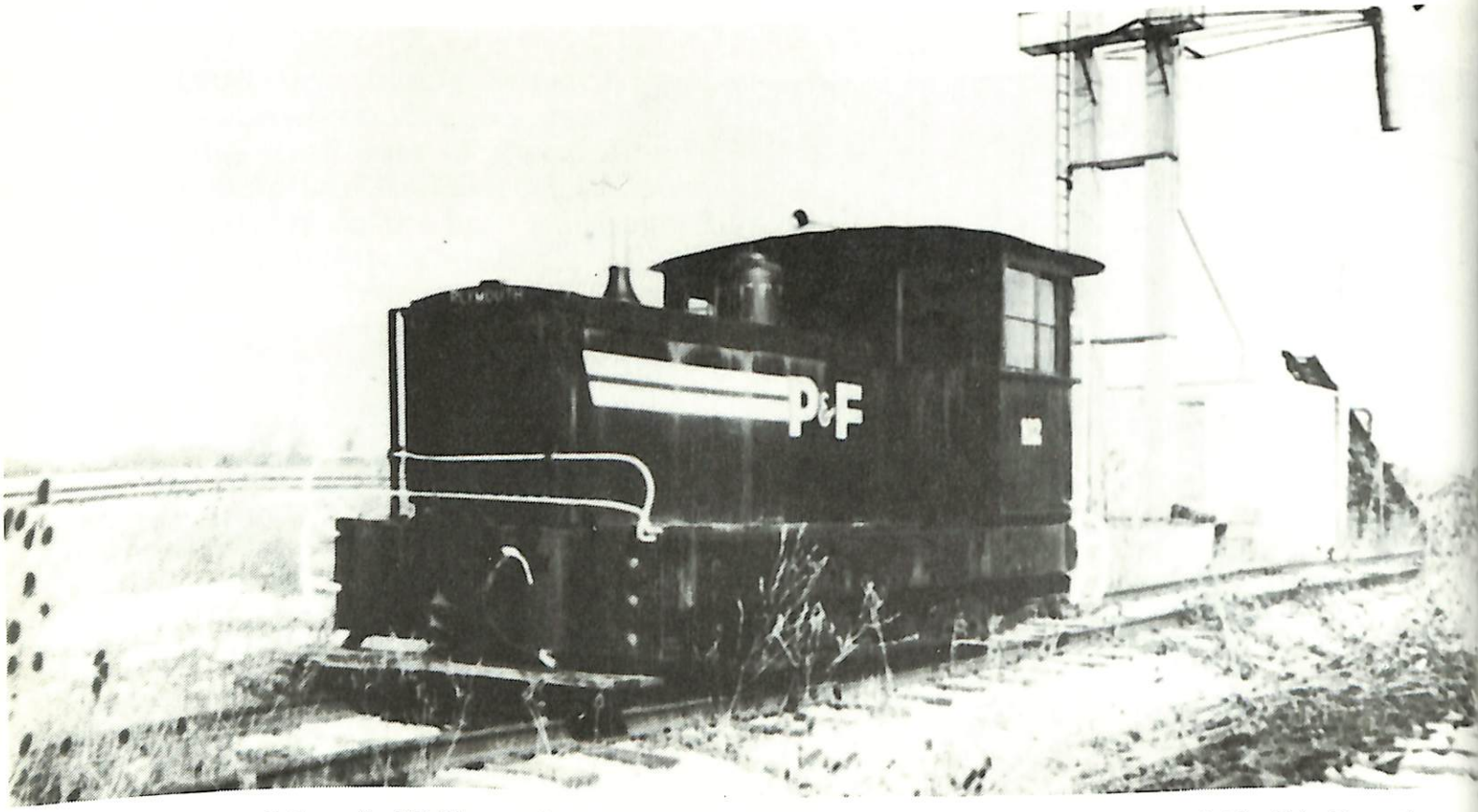
1954 - In September, Blissfield's Sugar Plant ceased all operations and the O&M was out of business. The P&F was sold to son-in-law John Yeager of Pioneer and Richard Repp of Fayette. Operations continued.

1963 - Richard Repp bought out his partner and became the sole proprietor of the P&F.

1986 - The one-half mile of P&F trackage at Franklin Junction was rebuilt for grain loading. A new pit and leg were installed, but has never been used.

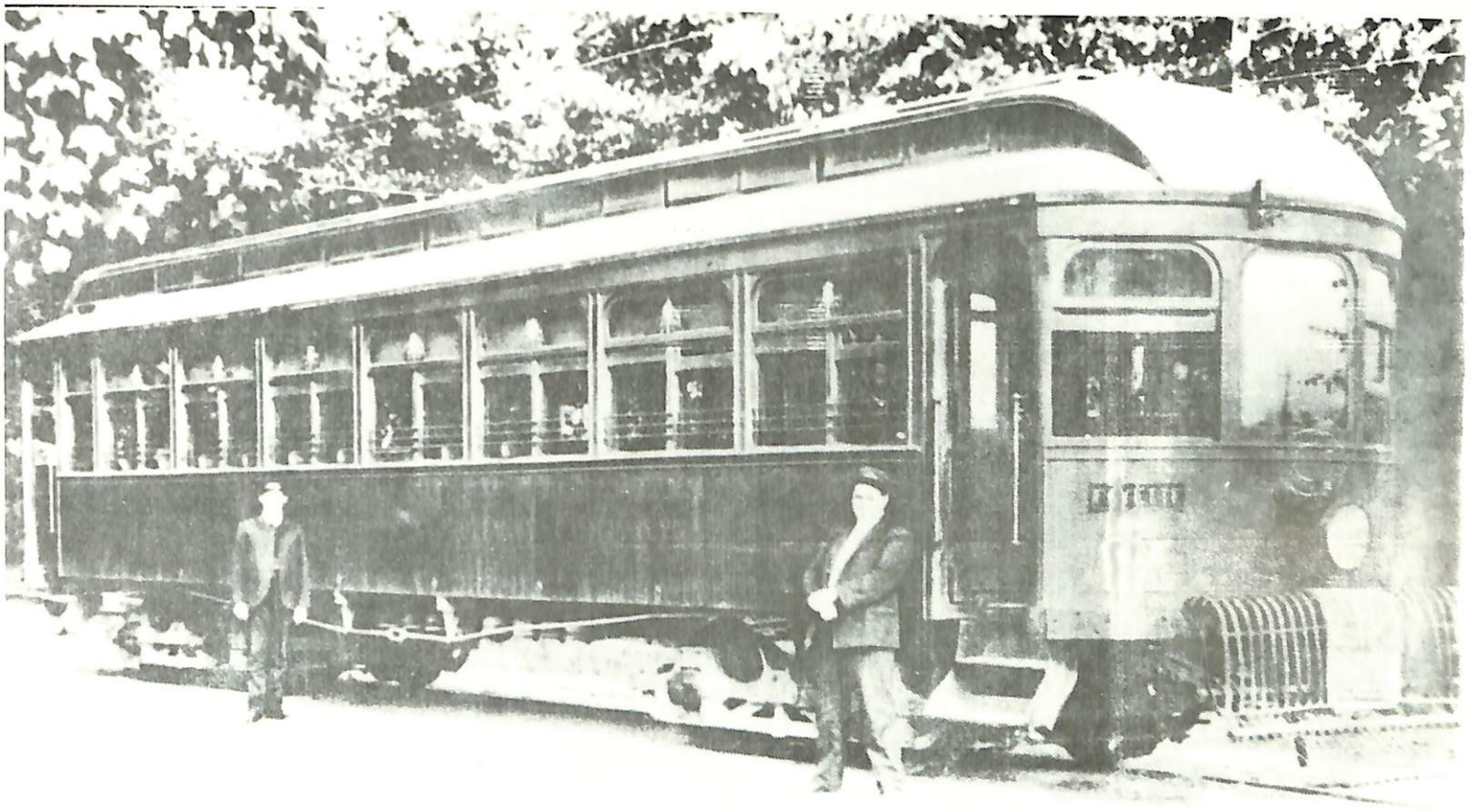
As of January 1, 1992, the track from Collings to Blissfield Canning was still intact but no longer used even for car storage. The P&F Railroad continued to operate out of Fayette as a fleet of semi trucks hauling mostly grain and fertilizer. In June, the P&F sold the last of its trucks and no longer moves freight. The P&F clearly holds claim as the portion of the T&W to operate the longest, lasting 59 years.

The T&W itself managed to operate for 35 years, the O&M, 21 years, the BRR for 10 months and the T&BRR for only six months. The line under various operators used four different modes of power: steam, electricity, gasoline and finally, diesel.



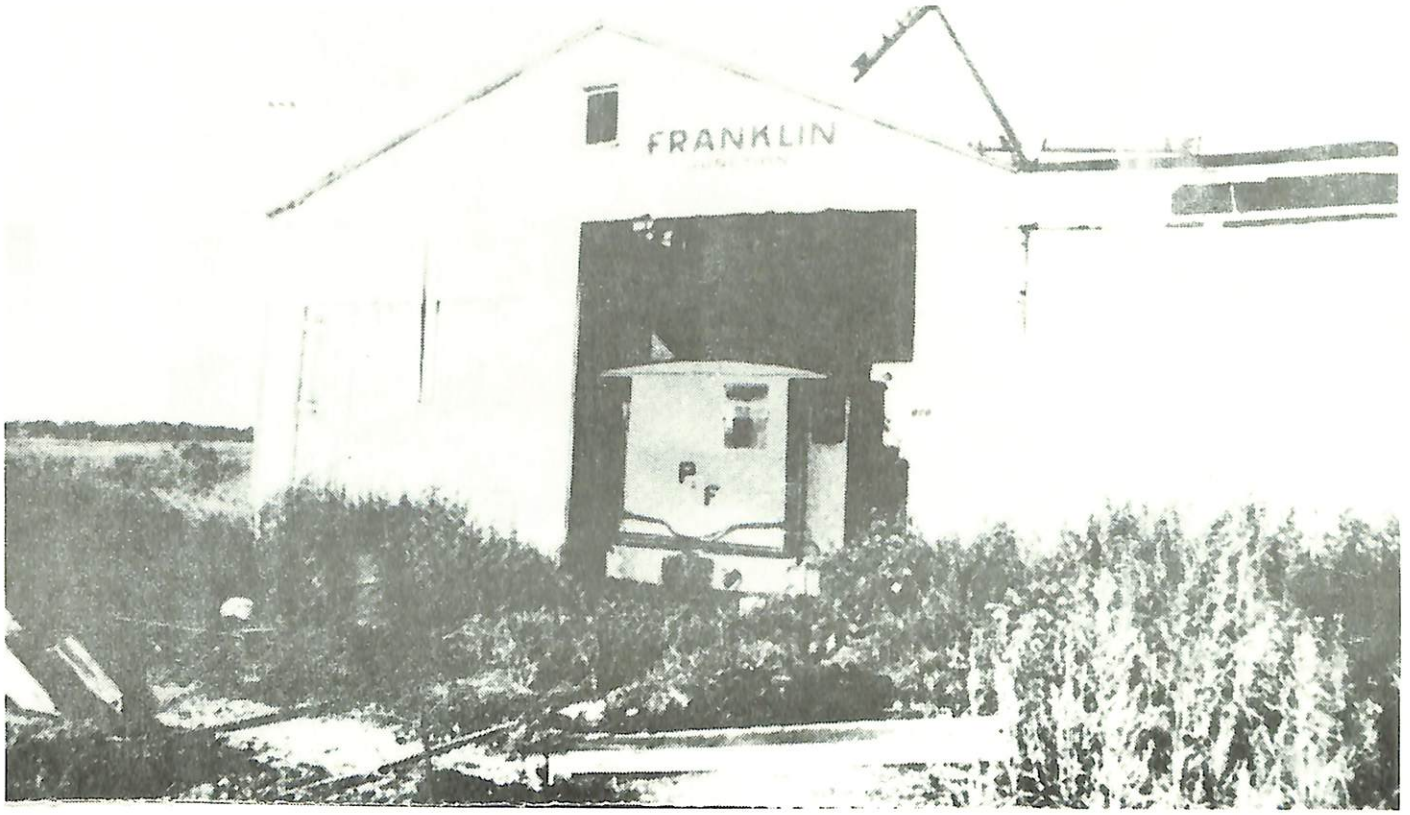
Above, Pioneer & Fayette RR Plymouth No. 102 rests at Franklin Jct. in 1992. It is now powered with a Caterpillar diesel engine. - *Photo Robert Sell*

Below, Pioneer & Fayette RR's Mack No. 3 in Fayette was the last truck to be operated by the Repps in 1992. - *Photo Robert Sell*



Fayette, Ohio

Above, the date is Aug. 9, 1902, the roots of the P & F. Below, P & F loco rests at Franklin Jct.'s old grain loader. - *Photos Jim Findlay*



Chapter 4
The Ride

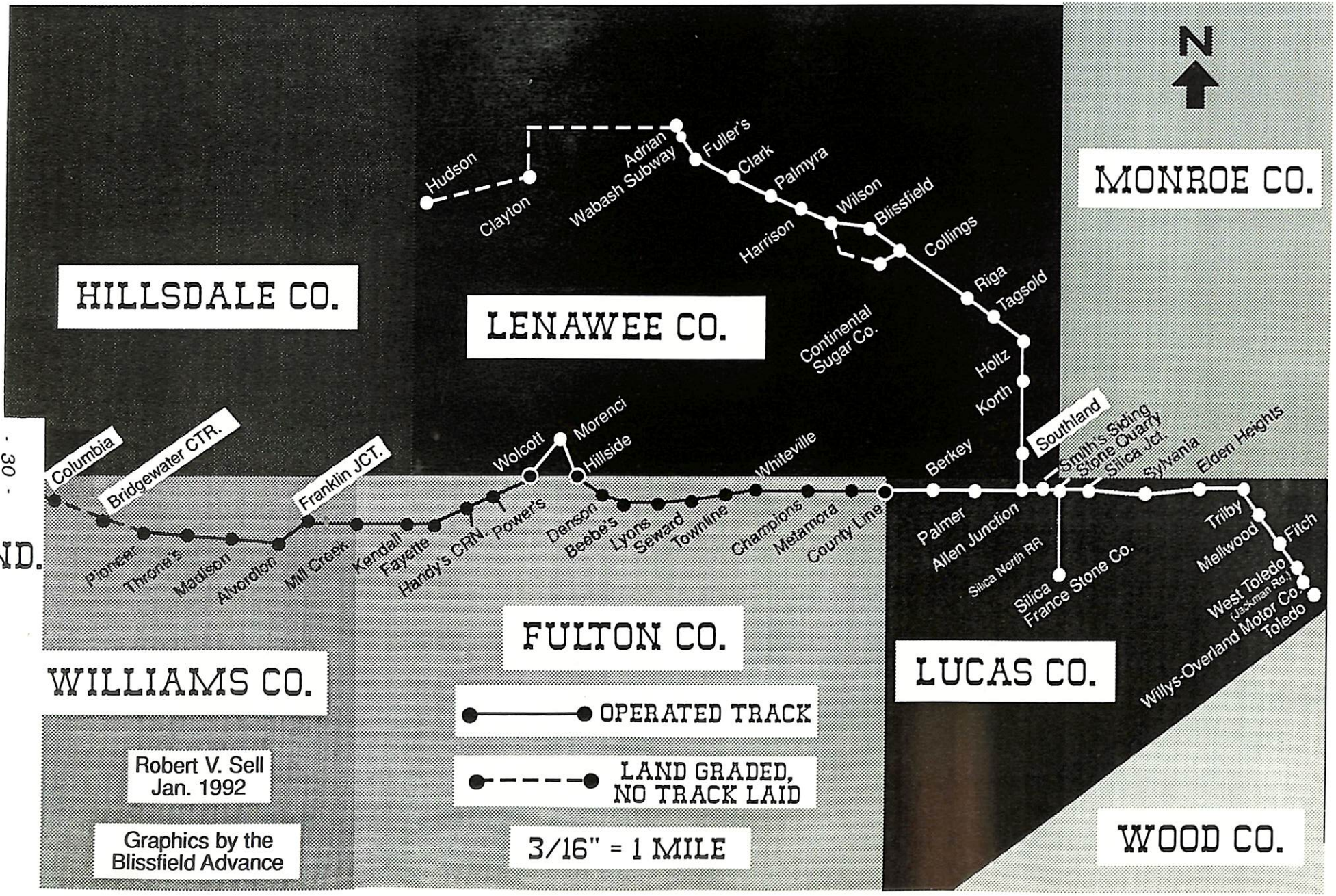
Tickets Please! Relax in your seat and we will go for a ride on the T & W.

Shown here is the inside of the new Niles car.
- Photo Jim Findlay

ADVANCE PUBLISHING & PRINTING

TOLEDO & WESTERN ELECTRIC RAILWAY COMPANY

CIRCA 1926



Robert V. Sell
Jan. 1992

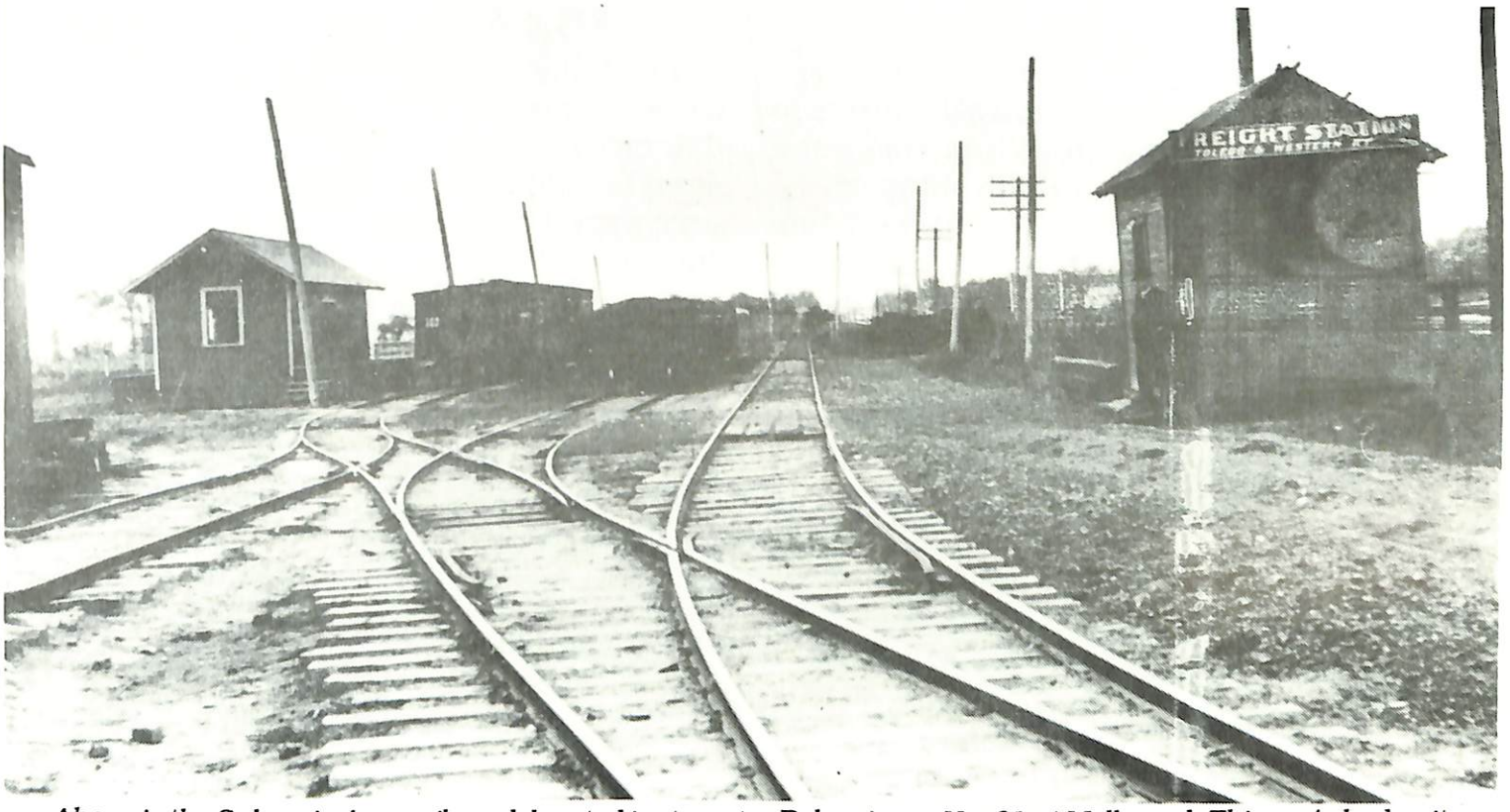
Graphics by the Blissfield Advance

Passengers could board a T&W car from the Smith and Baker building, the downtown Toledo station at Superior and Jackson streets. The T&W had trackage rights over city street car lines to get from the depot via Cherry Street, Detroit, Phillips and Sylvania avenues.

From the five-point intersection of Tremainsville, Sylvania and Jackman roads in West Toledo, the T&W track headed northwest along the northeast side of Tremainsville stopping at such places as Fitch, marked by Fitch Road and the Toledo Terminal Railroad track. Folks familiar with this area may have noticed the houses are set back from the roadside much further than usual. This was due to the many car storage sidings along the main line known as Fitch Siding.

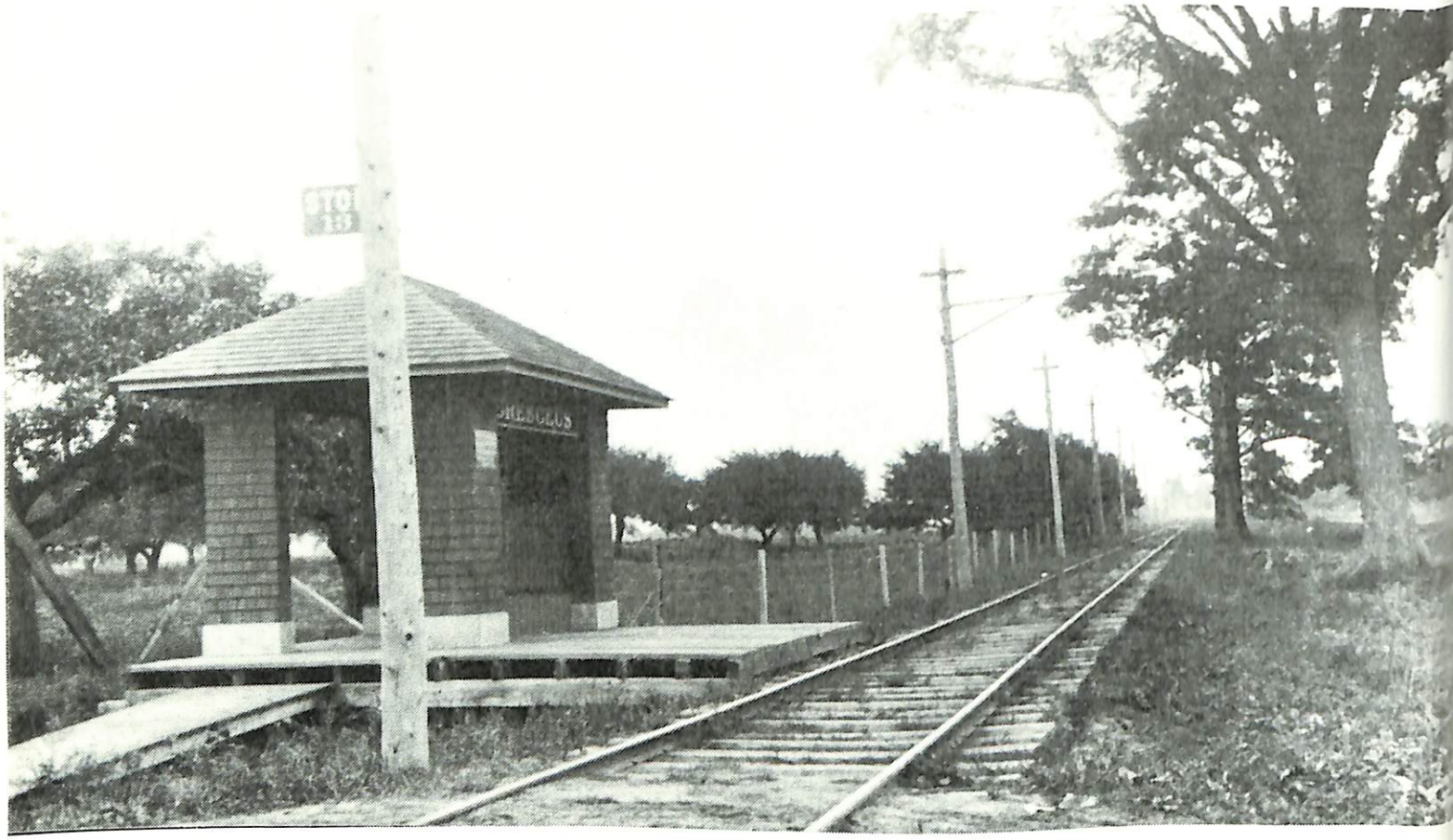
Next was Harris Place, Harris Street on the map - Wernerts, at the six-point intersection of Tremainesville, Douglas and Laskey roads where the T&W crossed over Tremainesville to the southwest side of the street, - so named for the then country store operated by the Wernert's family - and Mellwood - a small settlement marked by Mellwood Avenue. Here, the Mellwood House, a very successful boarding house and restaurant operated for many years.

An early view of the Smith and Baker building located in Toledo at Superior and Jackson STs. You could board a street car headed in virtually any direction from here. - *Photo Jim Findlay*



Above is the Sylvania Ave. rail yard, located just west of Detroit and Sylvania Aves. This yard was abandoned after the Canada Southern RR, seen at the extreme right, was taken over by the LS & MS.
- Photo Jim Findlay

Below is car No. 61 at Mellwood. This car's body sits east of the White City Diner. - Photo Jim Findlay



Cresceus was a stop along Alexis Rd. (the dirt road seen between the two trees on the right.) It was named after the famous race horse owned by George Ketcham. - *Photo Jim Findlay*

The horse and buggy town of Mellwood was the site of a grizzly accident in the first decade of this century. A prominent and well-liked physician crossed in front of a speeding trolley car. It was very cold, and it was decided that the doctor was so bundled up that he could not hear the approaching interurban. Both the doctor and his snow white horse were killed.

It was the talk of the area for many years, and anyone who saw the horse as it turned from snow-white to red, talked about the incident forever.

The stop named Cresceus (named for a famous race horse stabled and trained nearby) and later Trilby, was at Alexis Road. The area then was as busy as it is now, and was the site of some near misses and some gruesome accidents. On the curve in the track where Tremainsville comes to Alexis was the site of two freight trains meeting head on in the fall of 1931. Several crew members escaped injury from the accident caused by a mix-up in train orders. Damage was estimated at $5,000.

The track continued west along the south side of Alexis Road stopping at Ginger Hill and Whiteford Road. At Monroe Street was Elden Heights. It curved off to the left of Monroe Street west of Toledo Memorial Cemetery.

History tells that the first man buried here is Herbert E. Wheaton, 53, an employee of the T&W who died of indigestion. The first woman buried here, Alta M. Denmay, 26, was killed in an accident involving the interurban near Sylvania.

After crossing Monroe Street and a branch of the Ottawa River, the line de-

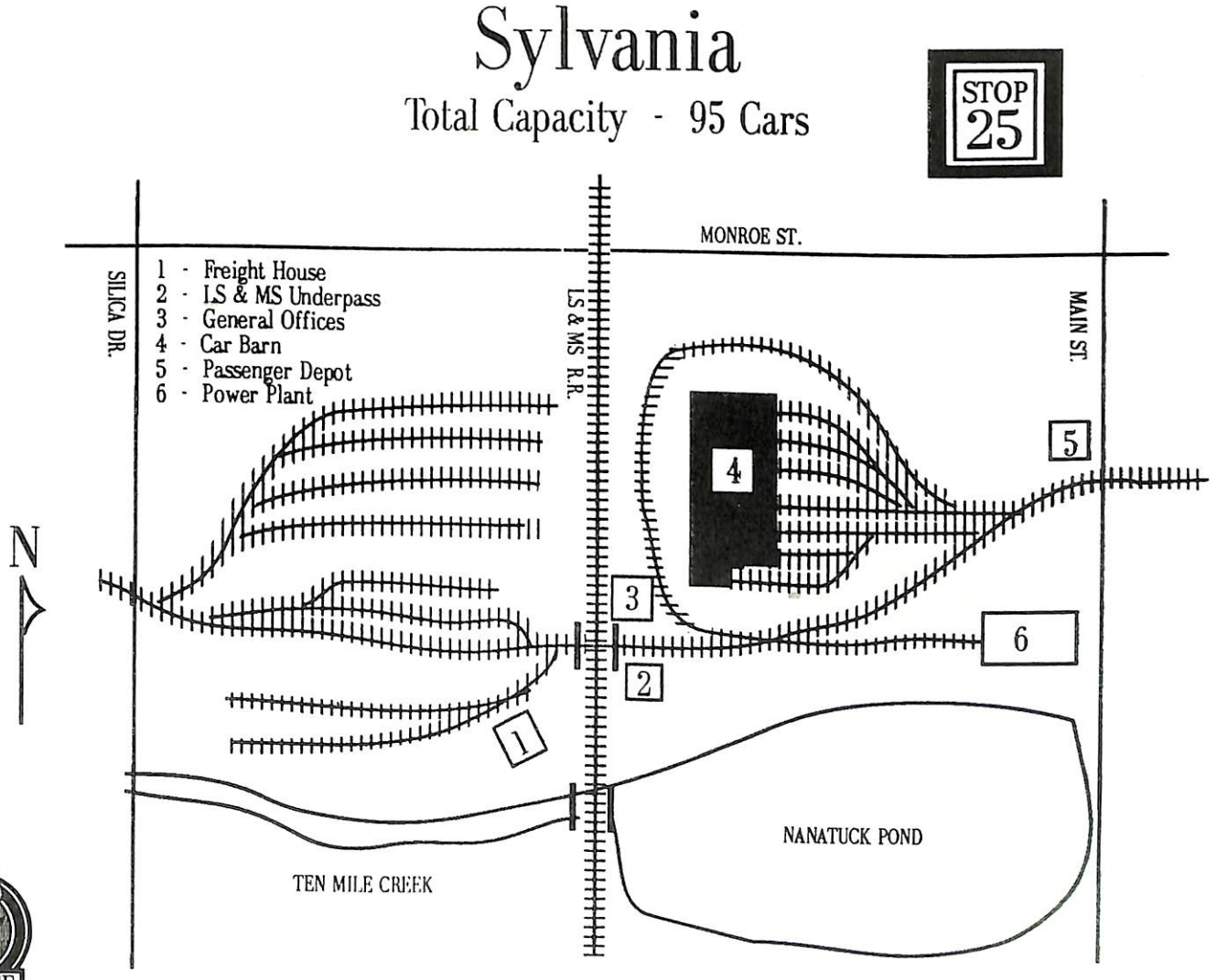
scended into the Ten-Mile Creek flats bordered by Monroe Street, Main Street, 10-Mile Creek and Silica Drive in Sylvania. In these flats were a rail yard, a loop of track, a 1,500 kilowatt power plant, a large service shop, the general offices, and the Sylvania station.

The actual floor, rails and service pits of the big seven-stall service shop are underneath Sautter's Grocery located near the southwest corner of Monroe and Main streets. When the grocery was built, contractors decided that the concrete work of the service pits would be more easily covered than removed.

The T&W did possess a very talented master mechanic, John H. Knepper of Sylvania. John was one of the few employees to work for the T & W its entire 35 years of operation. He built and rebuilt many of the lines, cars and equipment.

The pride of the line was T&W's No. 400 and later, the 401 and 402 freight locomotives built by the shop crew. No. 400 was the first electric locomotive to be put into service in the Toledo area in November 1902. It is rated at 200 horsepower and had air brakes. It was reported to have cost $10,000.

Cutting north and south through the center of the T&W's property was the Lake Shore and Michigan Southern Railroad. This track was built in 1836 as the Erie and Kalamazoo. This track was later bought by the LS&MS which came under the control of Cornelius Vanderbilt in 1869. This track



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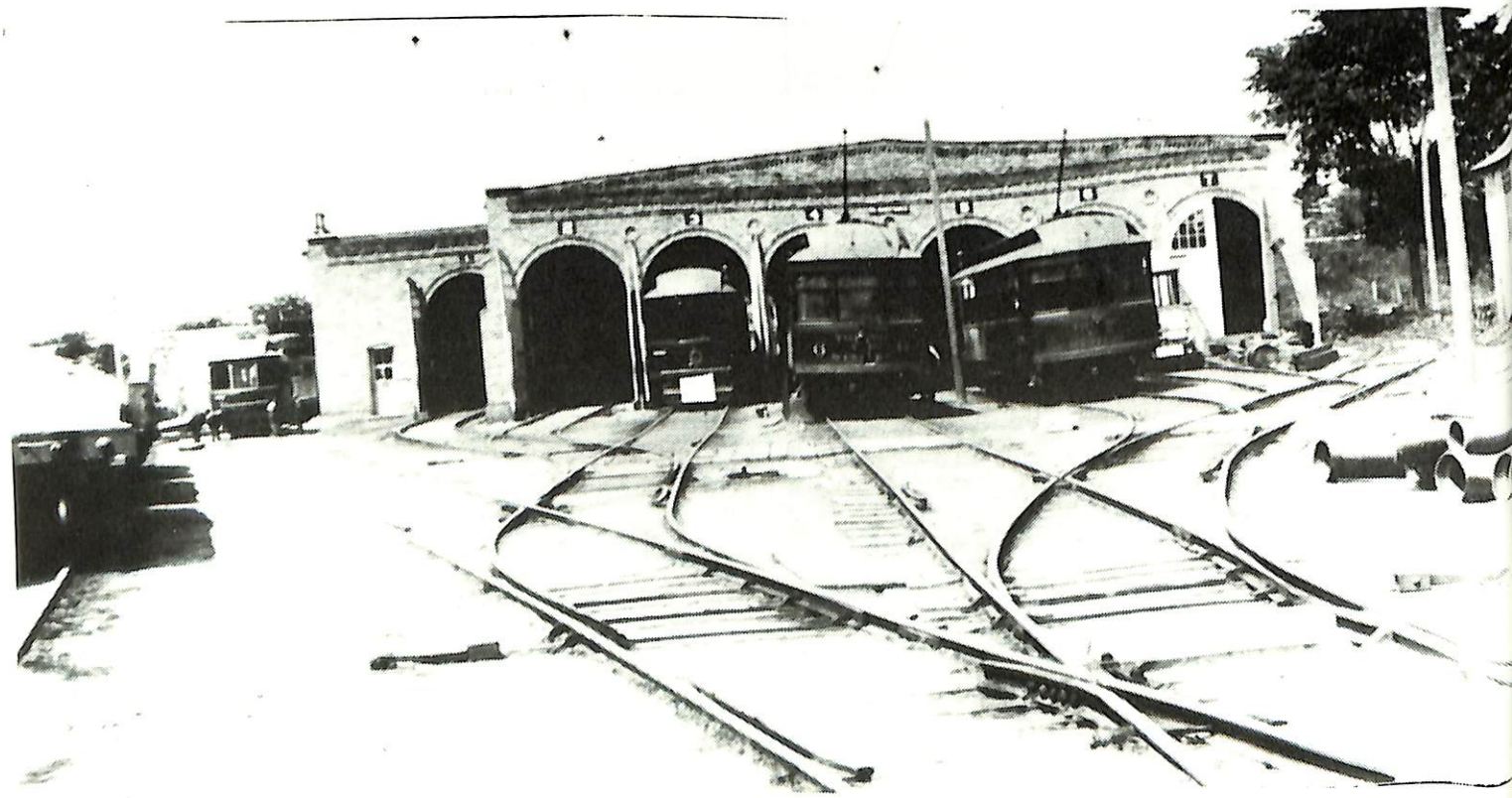
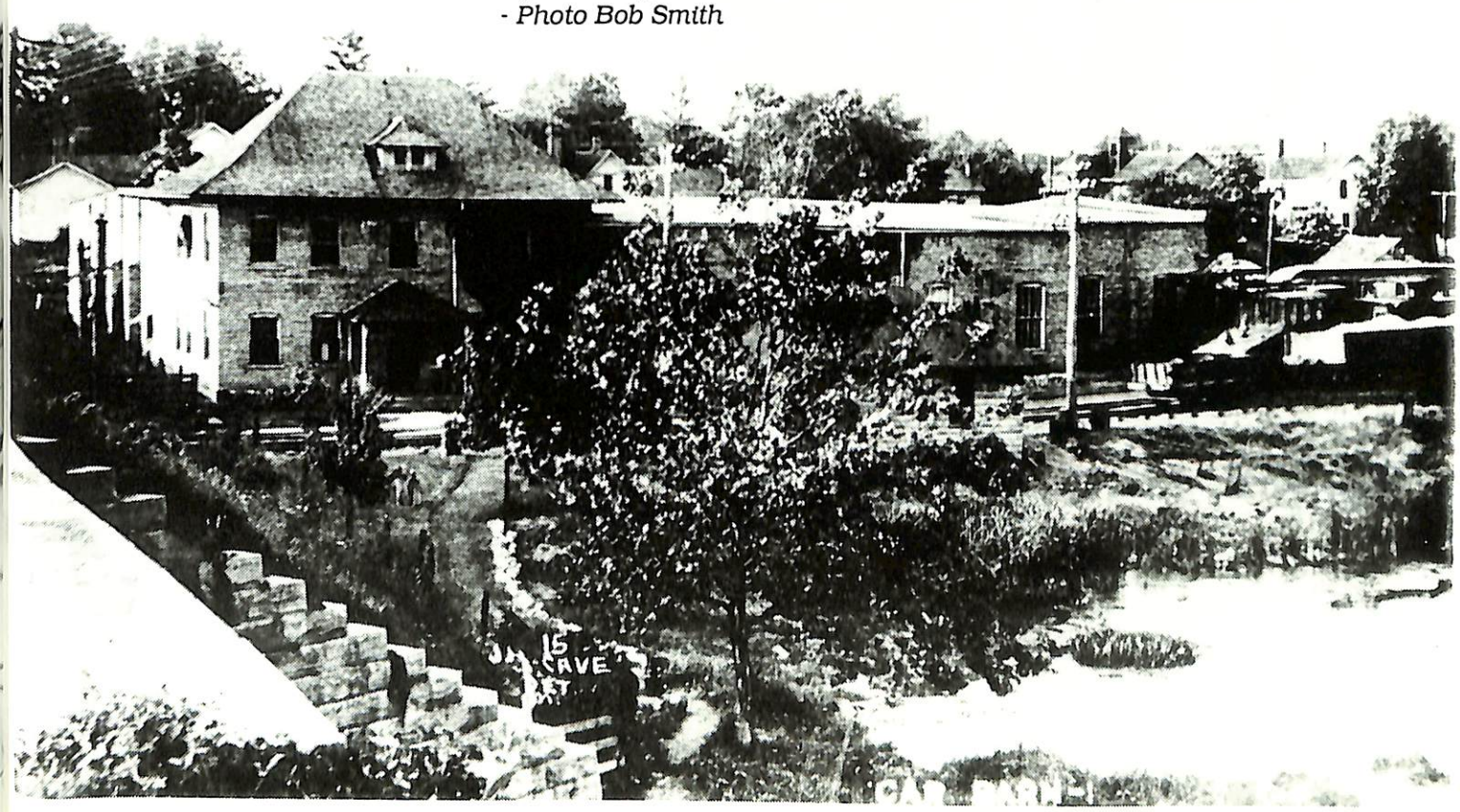
Shown above is Sylvania Station located on Main St. just south of Monroe St. - Photo Bob Smith

Shown below is the large 7 stall car barn located in Sylvania. Sauter's Grocery now occupies this site. - Photo Jim Findlay



Inside the Sylvania car barn above shows some of the equipment used to build and rebuild the T & W's equipment. The horse shoes in the bucket show that the shop crew worked on more than just trolley cars.
- Photo Bob Smith

Below, a view to the north from the LS & MS embankment shows the T & W's general offices and car barn. *- Photo Melvin Neuendorf*



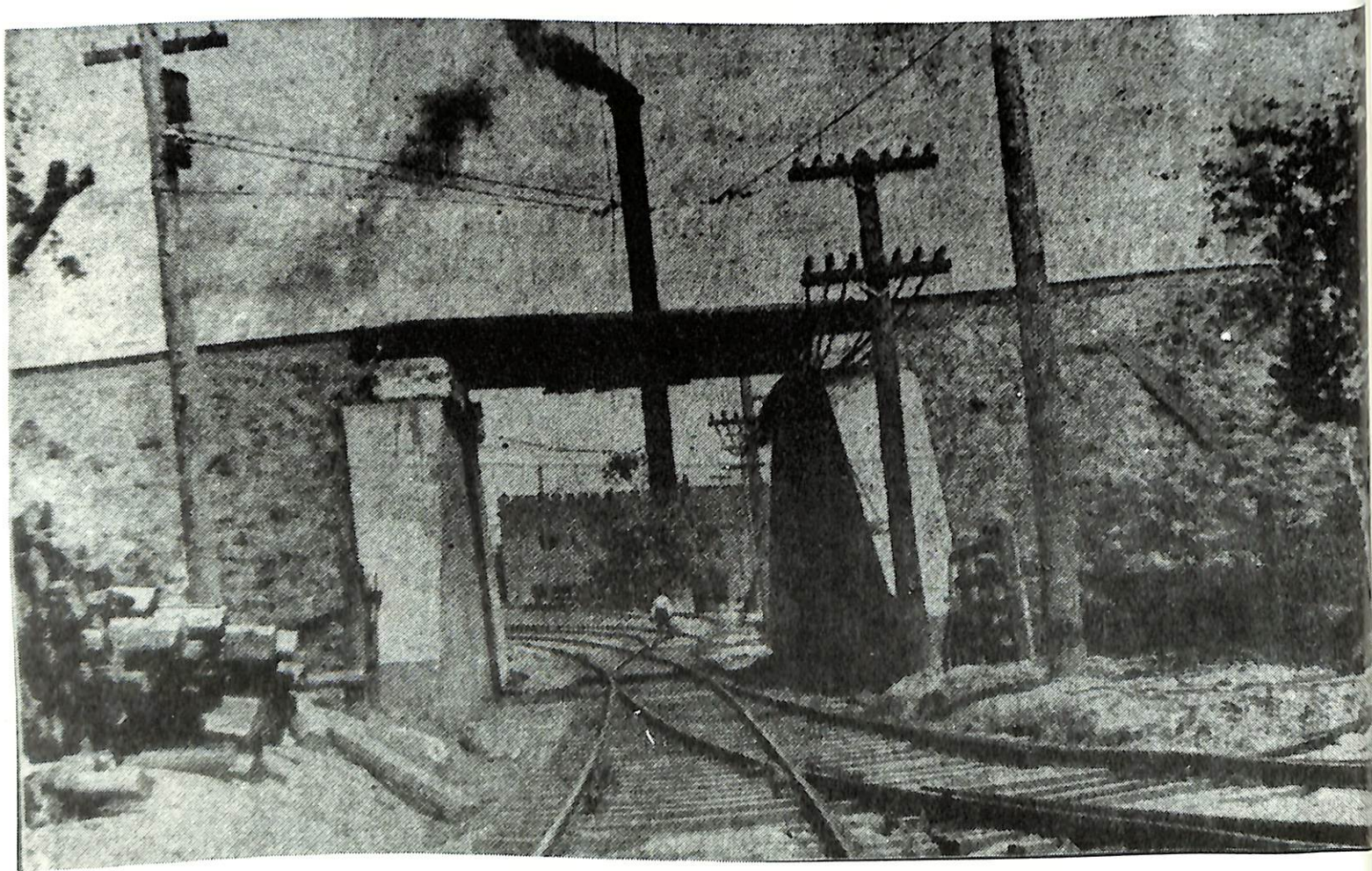
would later be known as the famous "Old Road."

Vanderbilt and his New York Central shunned all competition and would not allow the T&W to cross at track level. This explains the railroad bridge southwest of Sautter's store. The same interurban line crossed up and over the same railroad east of Adrian.

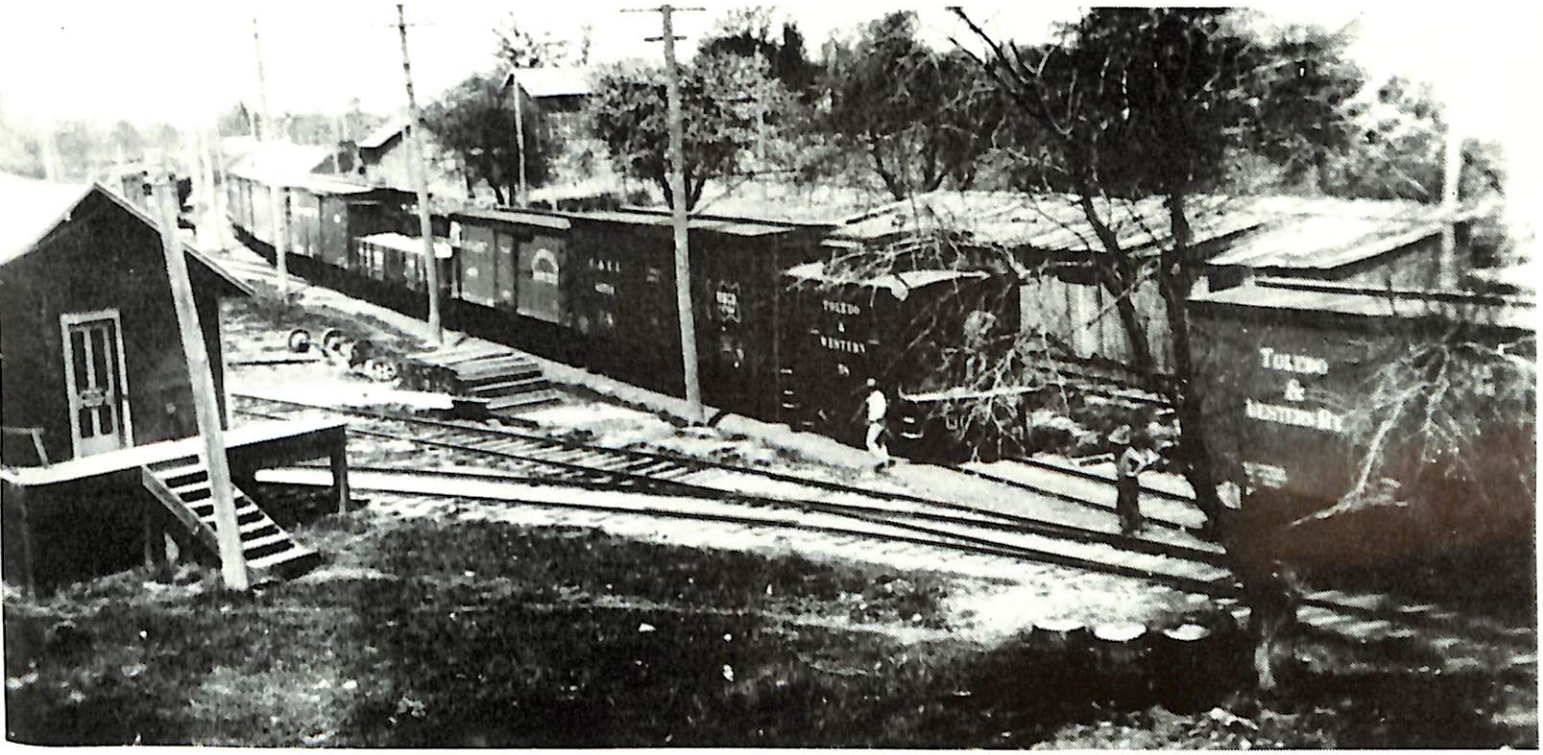
The T&W as a passenger and freight hauler retaliated by not exchanging passengers or freight directly with the LS&MS in the early years. On the other hand, this gave the T&W total access to the Continental Sugar Company in Blissfield built in 1905. The Sugar Factory was the T&W's largest customer in the early years.

West of the LS&MS track in Sylvania was a large rail yard. West from Sylvania, the track continued along the south side of Sylvania-Metamora Road. About one-quarter mile west of Centennial Road was Silica Junction. Here the Silica Northern Railroad's entire 2.2 mile track went south to Silica and to the France Stone Company's limestone quarries. Crushed stone was also one of the T&W's big revenues. This route is still marked by power light poles.

West of Silica Junction at Mitchaw Road was Smith's Siding. In the northwest corner was a general store moved there from the village of Mitchaw, one mile to the

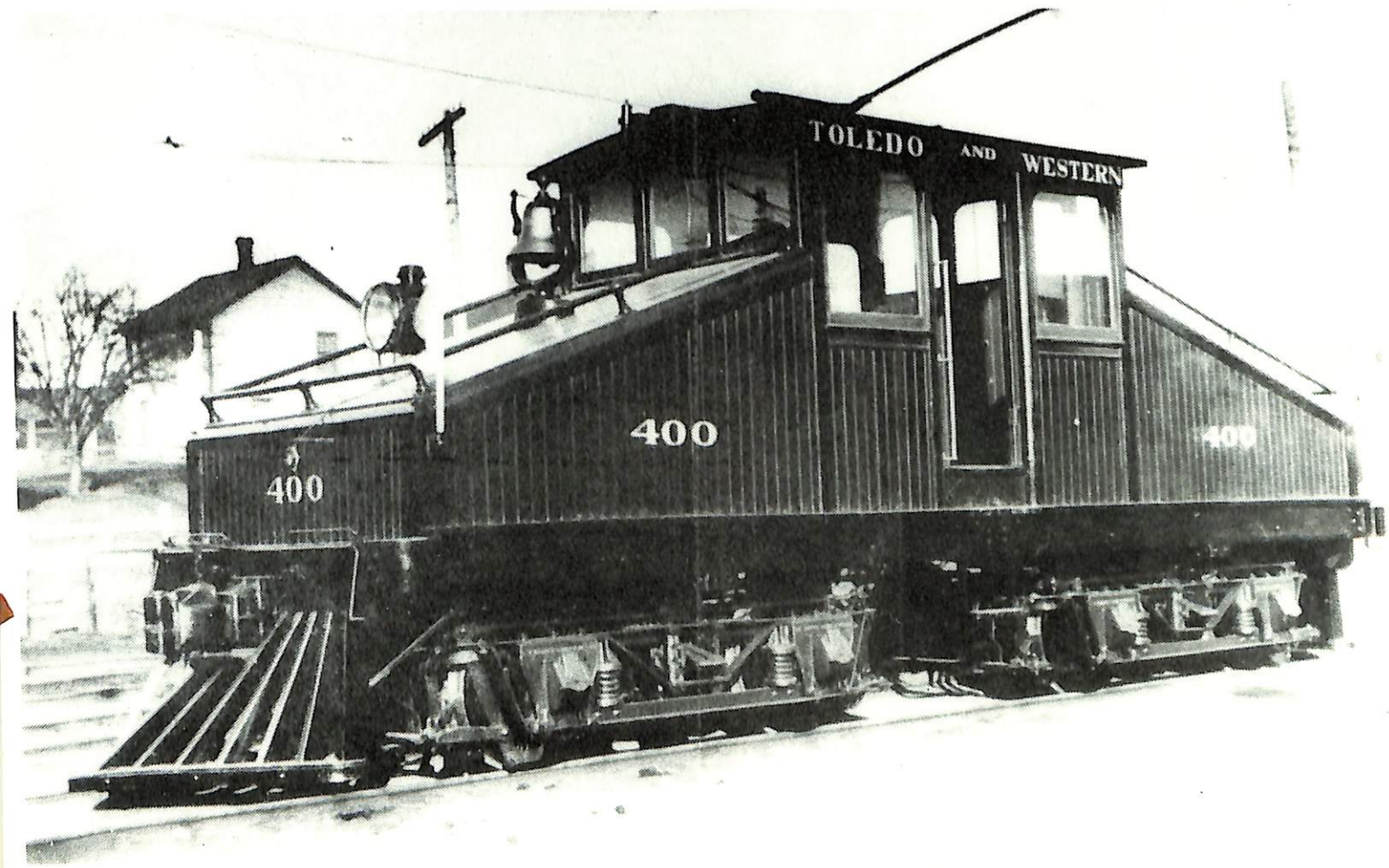


Southwest of the Sylvania Shops was the underpass which allowed the T & W to cross under Vanderbuilts LS & MS (former E & K) track. That's the power plant in the background. *- Photo Bob Smith*



Above, a view to the west of the T & W's large Sylvania yard taken from the LS & MS embankment.
- Photo Jim Findlay

Below, the pride of the T & W was loco No. 400, built by the T & W shop crew in Sylvania.
- Photo Jim Findlay



The General Store referred to as Smith's Siding was located in the Northwest intersection of Sylvania - Metamora and Mitchaw Rds. Remnents still remain.
- Photo Bob Smith

south. When Smith built the store, he was hoping that the T&W or the Toledo, Angola and Western would come to Mitchaw. Since this did not happen, Smith moved his store to the tracks.

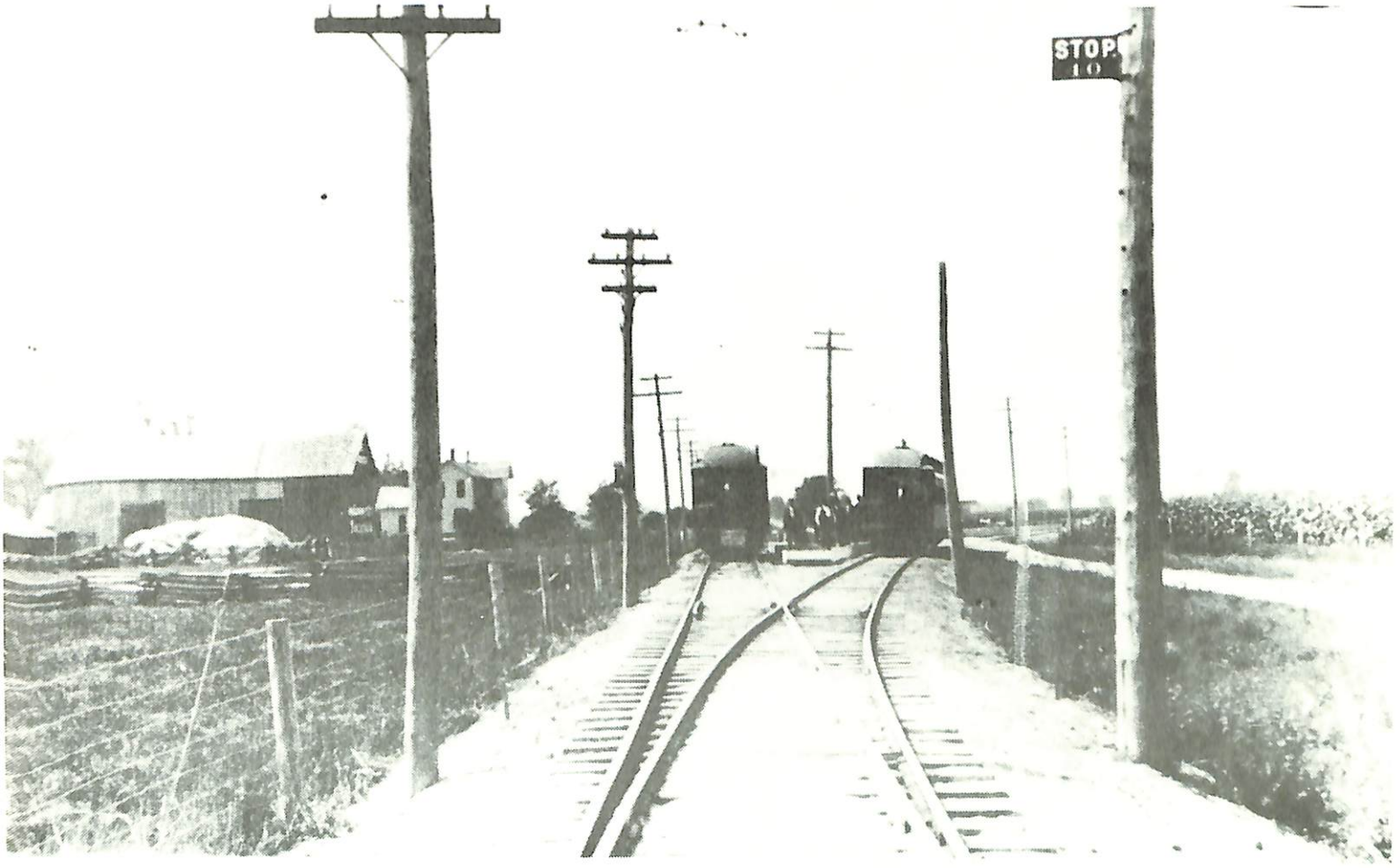
The store was typical of many country stores that popped up along the tracks. It served as a ticket and freight office for the T&W, sported electric lights with power purchased from the T&W, and a telephone. There was a freight house, coal yard, hay scale and cattle pens outside.

The main attraction here was the baseball diamond complete with grandstand and bleachers located in the southwest corner of the intersection. People came from all over the region to watch local teams play on Sunday afternoons. Conductors complained that they couldn't carry enough pennies to make change for the six-cent fare from Sylvania.

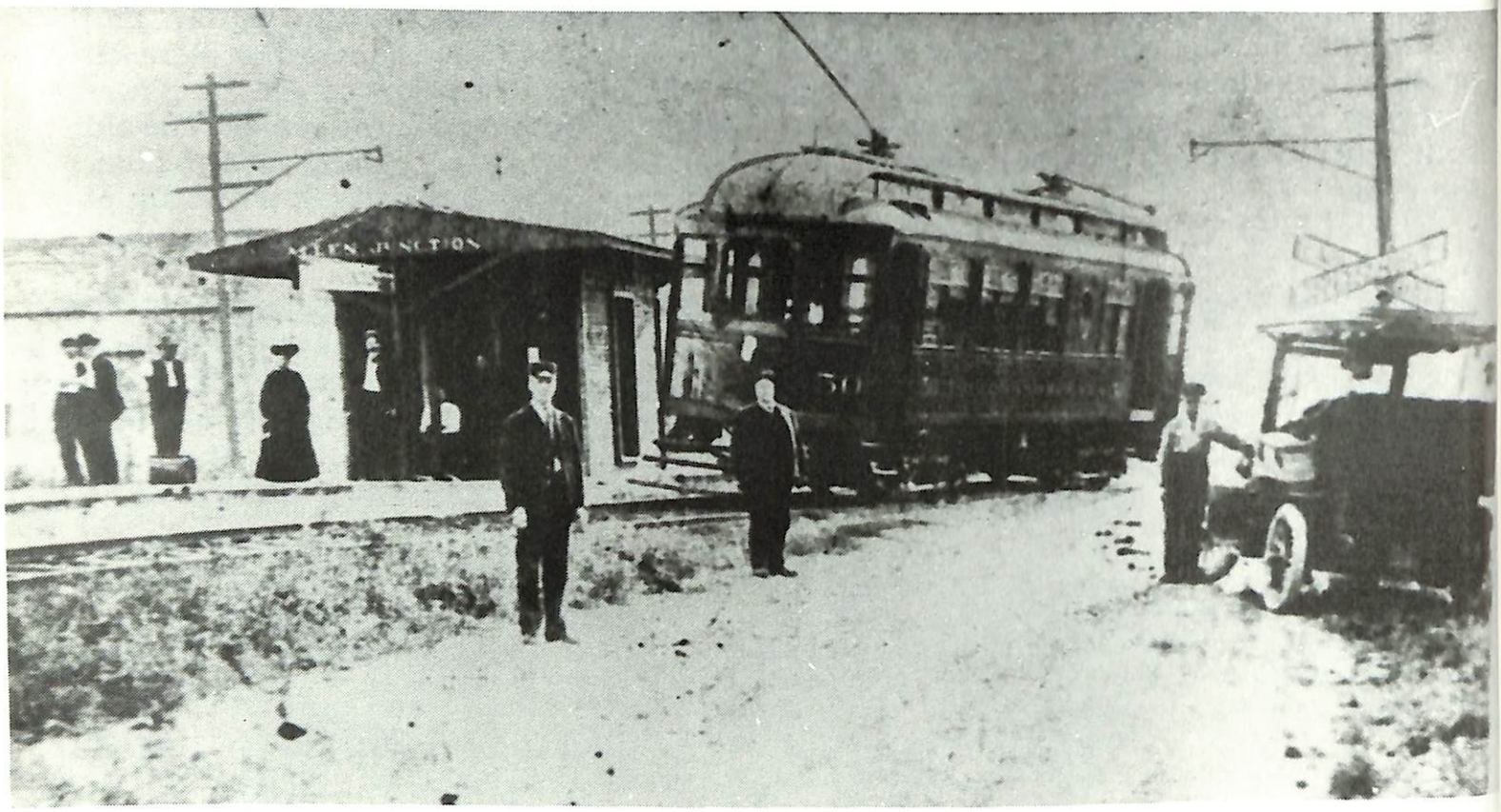
One mile to the west is Allen Junction, so named for the T&W's first company president Luther Allen. A hump in the highway is still visible where the tracks split and the Adrian branch curved off to the north.

The curved triangle of ground where Allen Road ends at Metamora-Sylvania Road, still has one of the newer substations built in the mid-20s. This sub-station was one of three new power plants built to increase the power that was needed because of increased freight traffic. Rotary converters at Fitch, Sylvania, Metamora, Lyons, Morenci, Blissfield and Adrian, and portable car-mounted generators, were fed 20,000 volts AC to provide all the power before the automatic sub-stations. The old 1500 kilowatt power plant in Sylvania, proved too weak and had a nasty habit of becoming disabled when the creek flats flooded.

Due to rural electrification, these better located generators would employ four 220-volt AC motors generating 125 horsepower to spin a generator producing 600 volts DC. Two more were built, one east of Adrian and one north of Alvordton.



An early view of Allen Jct. before the wood station was built. Road to the right is Sylvania - Metamora Rd. House on left still stands! - Photo Jim Findlay

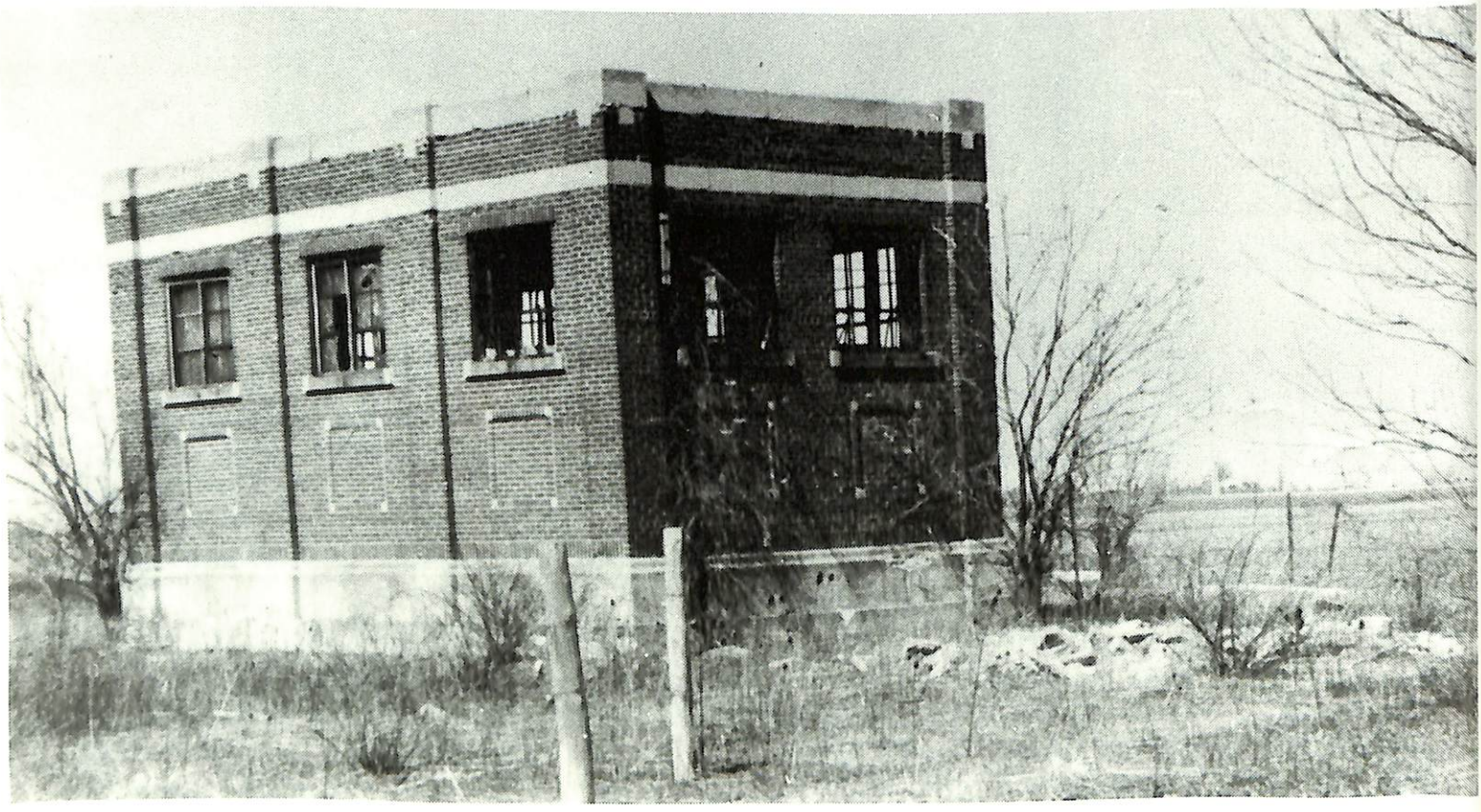


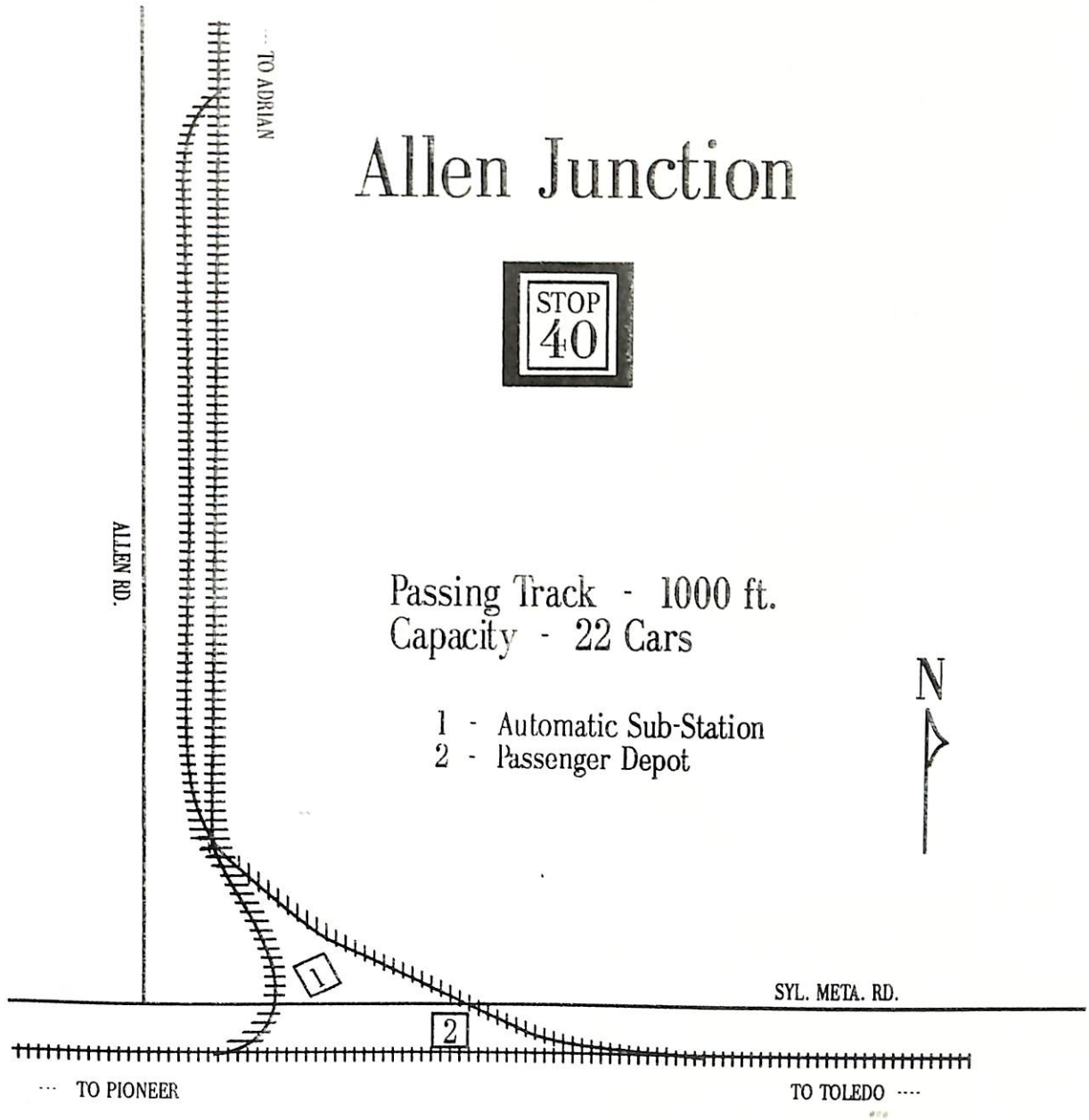
Above, a later view of Allen Jct. shows station where passengers transferred to other cars.

- Photo Bob Smith

Shown below is Allen Jct.'s automatic sub station built in the mid 20's. This building still stands.

- Photo Robert Sell



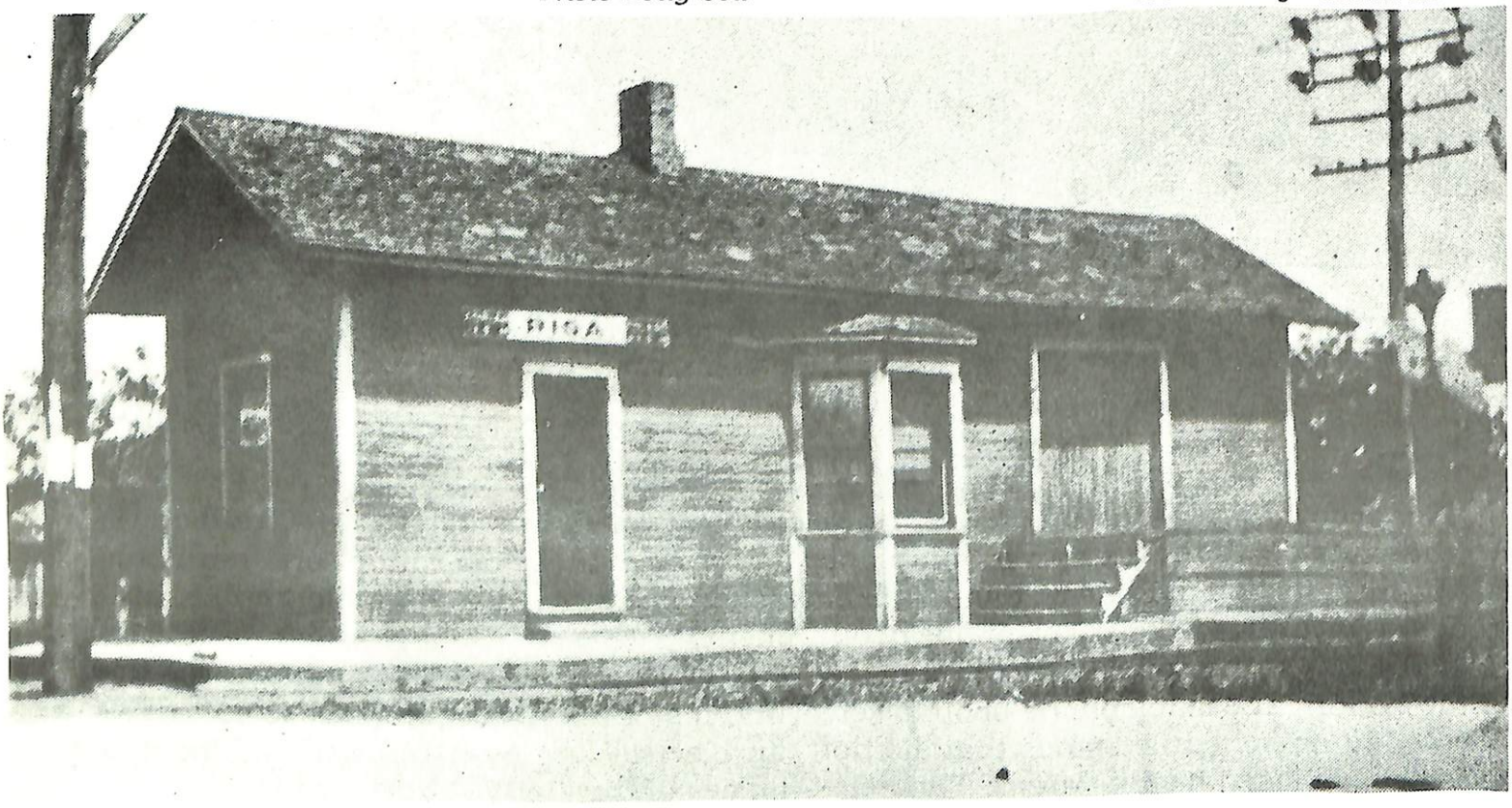


North from Allen Junction, with track on the east side, the next stop was Southland at the intersection of Rodesiler and Yankee roads. A primitive wooden telephone booth still stands on the southeast corner of the intersection. These telephone booths were located at all scheduled stops that did not possess enclosed waiting areas. This telephone system was used by the train crews to invoice their operation orders. Some scheduled stops also had telegraph equipment.

The Postal Telegraph Company was the first major telegraph company to recognize an electric line as a railroad by opening offices on the T&W.

Above, at Lipp Hwy. was the stop known as Tagsold. This was typical of the open platform rural stops.
- Photo Betty Sell

Located where the track crossed Riga Hwy. (in foreground) was Riga's wood depot shown below.
- Photo Blissfield Advance



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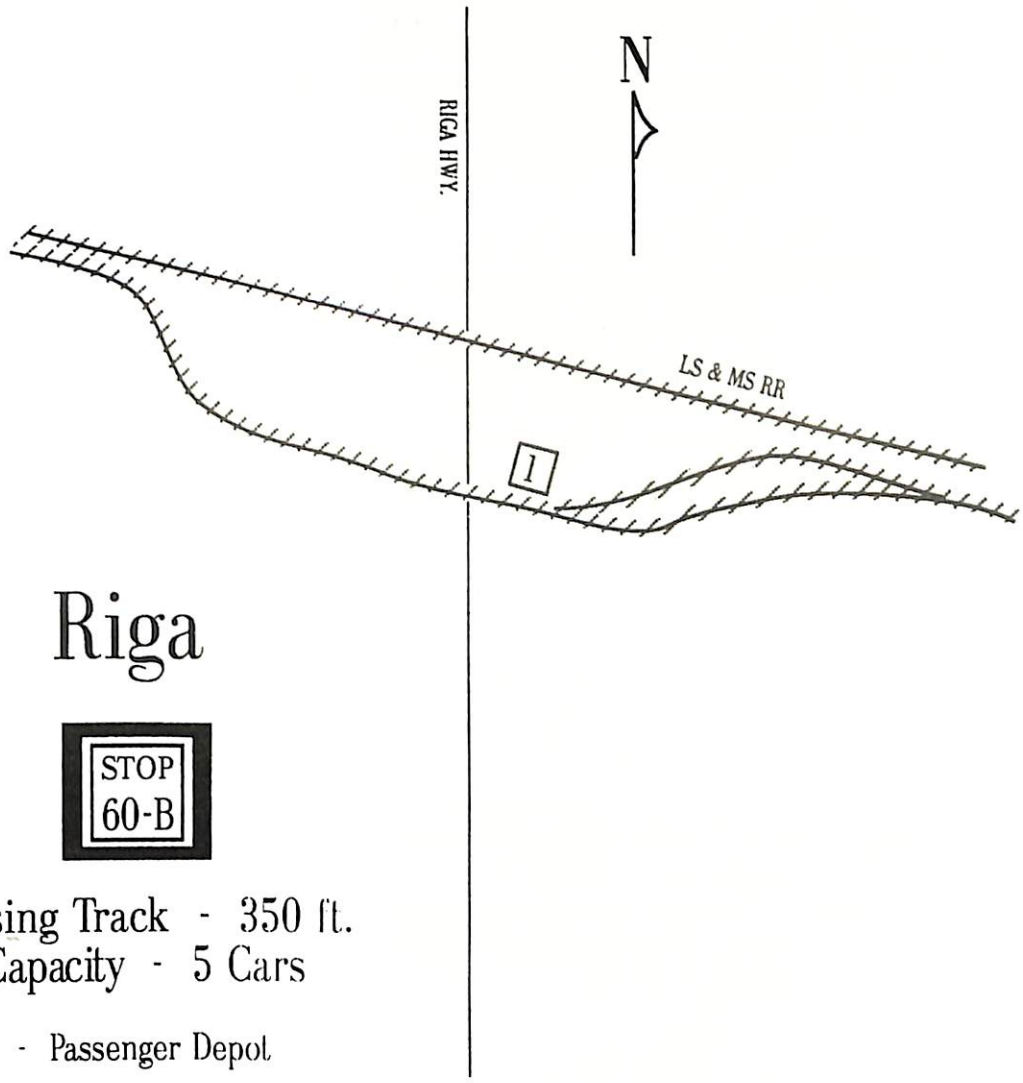


Riga

STOP
60-B

Passing Track - 350 ft.
Capacity - 5 Cars

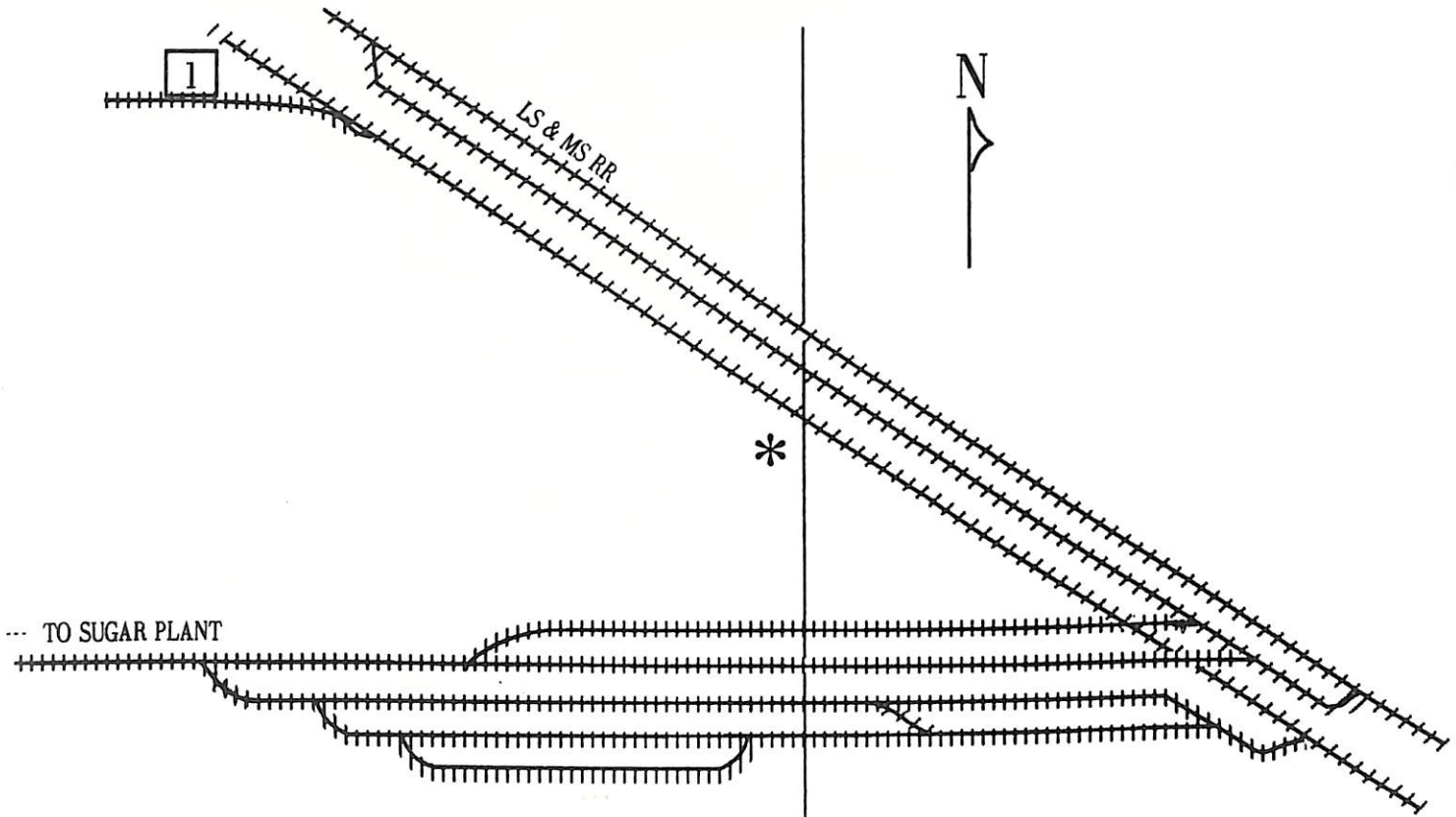
1 - Passenger Depot

Continuing north along Rodesiler Highway, ties can be seen peeking through the pavement at Ottawa Lake Road. Just beyond are the bridge abutments from the replacements built after a flood in 1913. This area appeared on the blueprints as Kellogg, but was never mentioned on any maps or timetables.

Car storage tracks were located at Weston Road where a sugar beet transfer station and a country store were also located. This station was known as Korth.

The beet transfer stations were built to encourage more acres in the remote areas. Farmers nearby could bring their beets here by horse and wagon, where the T&W would transport them to Blissfield. Beet loading stations were also located in Southland, Berkey, Metamora, Whiteville, Lyons, and other places that possessed a scale.

North from Korth to the LS&MS track was a stop known as Holtz. The T&W turned left here and paralleled the railroad to a stop called Tagsold at Lipp Highway. On west to Riga was a wood frame station located on the northeast corner of the track and Riga Highway crossing.



Collings Yard

(East of Blissfield)

STOP
62-B

SILBERHORN HWY.

Capacity - 92 Cars

1 - Home Canning Co.
Capacity - 15 cars

* - Stop 62-B

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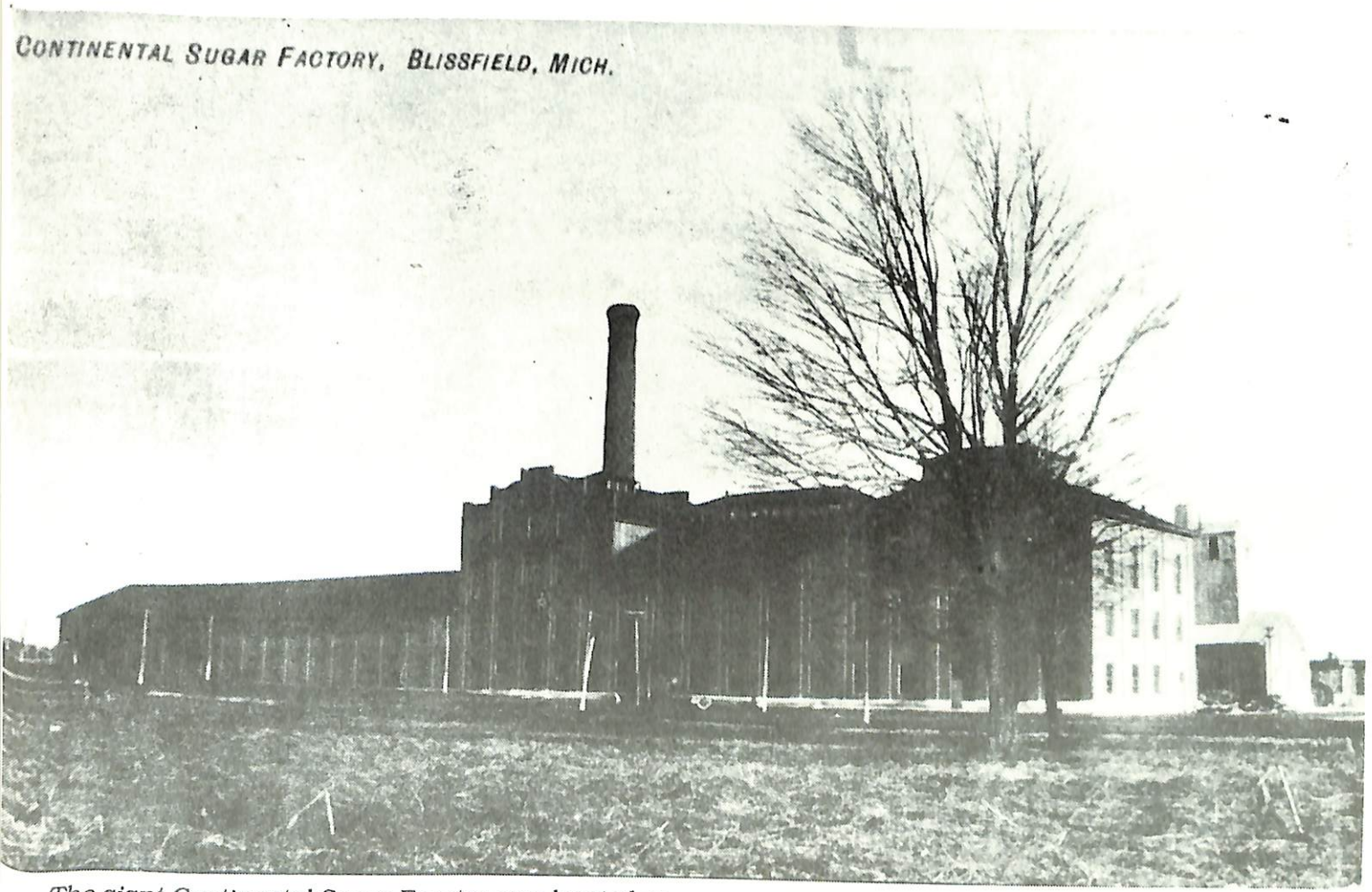
Continuing west to Silberhorn Highway was a switch yard and a stop named Collings. Here the track split and continued on to East Toledo Road (U.S. 223) or went to the Sugar Plant. The Collings Yard contained three long tracks and two passing tracks capable of holding 92 freight cars. It was a very busy place during the sugar beet harvest.

It was busy other times as well. On November 9, 1919, 61 Toledo City Street cars were hid there to escape Ohio court jurisdiction during a legal battle of possession. The cars were returned to Toledo on December 5 by order of the federal court.

Too many men were brought for the return trip to Toledo. The overload of running too many cars at once burned out several of the T&W's power plants and left the Toledo street cars scattered lifeless along the track between Blissfield and Sylvania.

One-half mile of the beet plant siding still exists as far as Blissfield Canning Company near the east end of Sugar Street. Still in place is the lighter duty rail used by the interurban and light freight roads. This siding was also to become part of a bypass



The giant Continental Sugar Facotry was located on the south edge of Blissfield. This plant was said to be the largest processing plant east of the Mississippi River until World War II. - *Photo Melvin Neuendorf*

South of the main building was the area where rail cars, horse drawn wagons and later trucks were emptied of their sweet cargo. - Photo Melvin Neuendorf

around Blissfield for passage of freight and express cars. Property was obtained in 1928 and 1929 to continue due west from the beet pulp warehouse turning north short of South Lane Street to the Little League Park, then due west again, crossing the river where Lane Street meets Walnut Street. It was to reconnect with the original track west of town.

Hard times brought on by the Depression prevented the bypass from being built. The path is easily found by following the power poles currently in place.

The power companies were heavy investors in the electric interurbans for obvious reasons. It was also a popular practice by these companies to buy easement on rail bed right of ways for electrification expansion. Of course, the right of ways went from town to town and supplied the power company with a neat stone trail to set poles and string wire.

This practice is evident today. Toledo Edison currently retains the easement from Toledo to Allen Junction's substation and west. Consumers Power also holds easement to most of the T&W property in Lenawee County which they obtained April 25, 1924.

Continuing on the ride, the original main line to Blissfield left the south side of the LS&MS and proceeded down the middle of "East Toledo Road," a.k.a. West Adrian Street, to Blissfield's brick station. A type of design for larger villages, the station is still in its original location at the north end of Pearl Street.

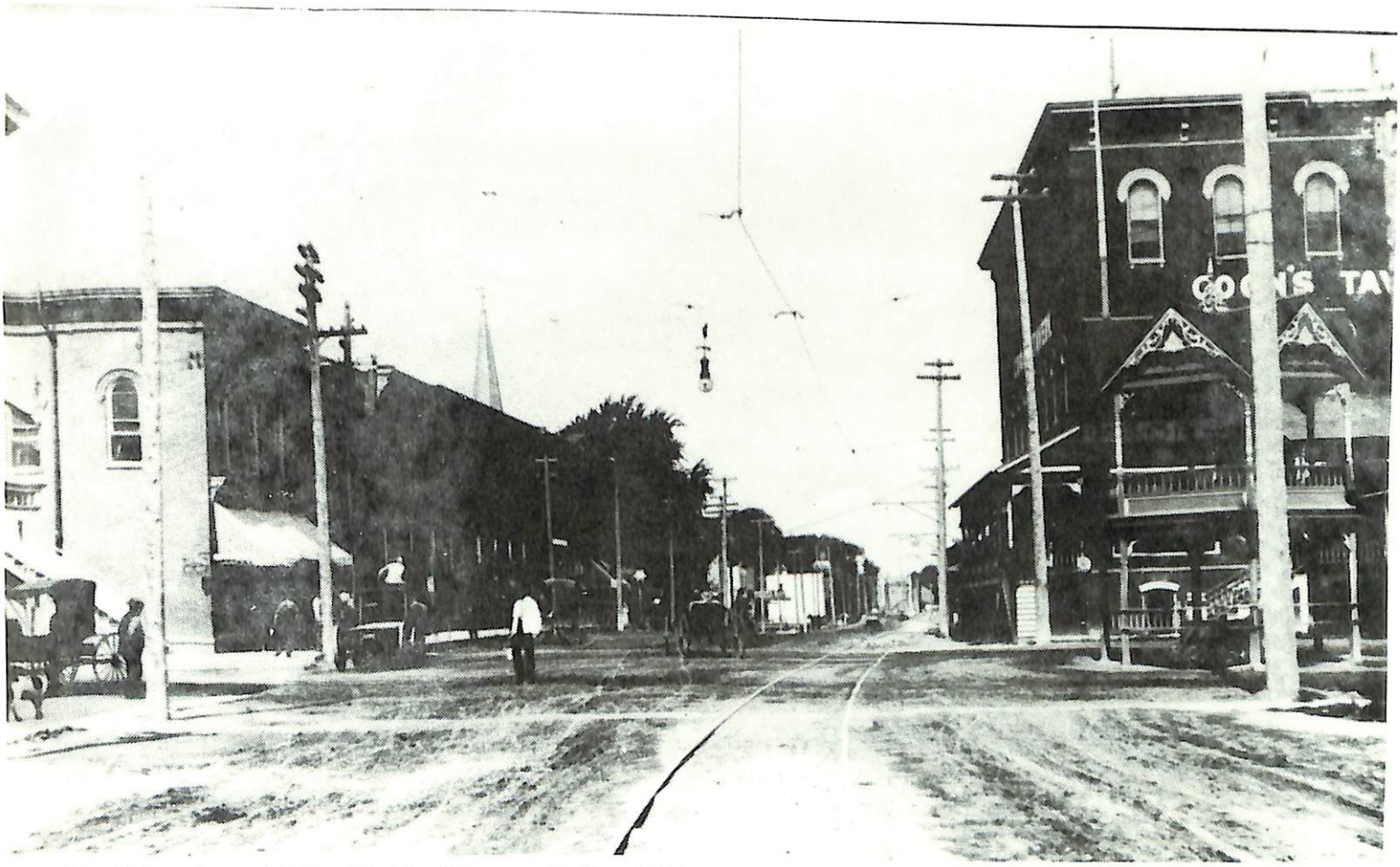
On westward, the line crossed on the center bridge of Blissfield's famous triple bridges. These bridges were featured by Ripley in his famous "Believe It or Not" series.

One-half mile west of the Raisin River bridge on the very west edge of Blissfield was the site of a near collision at the turn of the century, this one with a personal twist. The story was told by my mother, and she heard it many times while growing up.

My grandfather was courting my grandmother, and one evening while leaving my great-grandparents, my grandfather's mind must have been entirely on my grandmother. He drove his horse and buggy directly into the path of a trolley car picking up speed as it left town.

The horse reared up, became entangled in the harness and fell over backwards nearly smashing my grandfather - all in the witness of my grandmother. She told the story many times to my mother, stressing how one moment's carelessness or losing oneself in endearing thought, may have grave consequences.

Continuing on the ride west of Blissfield, just west of Wellsville Highway was a stop known as Wilson. The track ran along the north side of U.S. 223. Bits and pieces of the



An early view of Blissfield looking west. The triple bridges are in the background. - Photo Jim Findlay

The Bridge Blissfield, Mich.

Above left, Blissfield station at the north end of Pearl St. at US 223. This building is still in use.
- Photo Jim Findlay

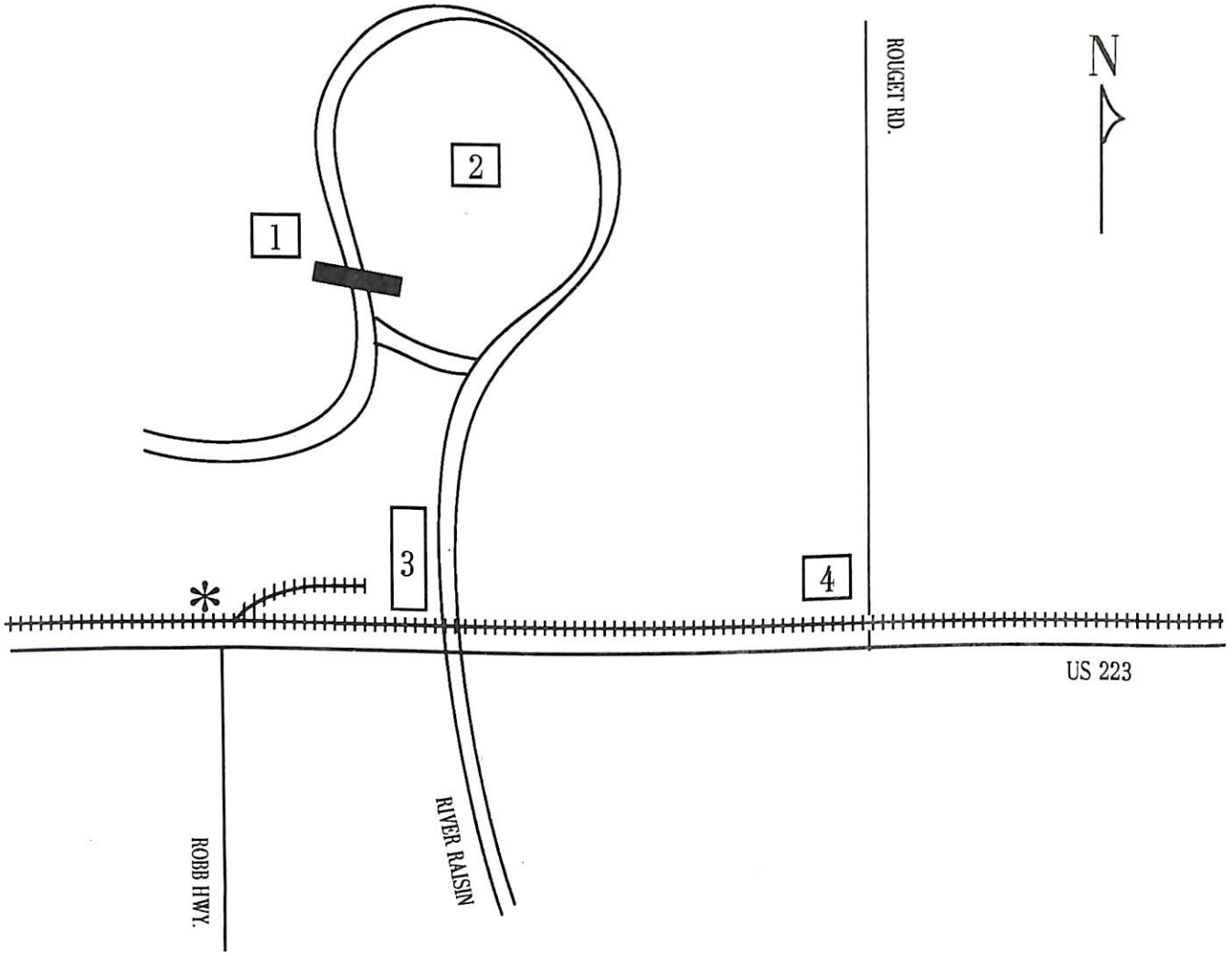
Below left, Blissfield's Famous Triple Bridges. As can be seen, the T & W used the center. The left bridge was for horse and wagon, the right allowed the LS & MS to cross the River Raisin. - Photo Melvin Neuendorf

West of Blissfield was a stop and passing track known as Wilson shown above. - Photo Robert Sell

old grade are still visible, especially east of Grosvenor and Crockett highways. At the Fayette Branch of the LS&MS was the stop named Harrison. Rural stops were usually named after the farmer who sold the land to the Interurban.

Next up the line was a stable at the location of what was the Old Cherry Nook Restaurant, just west of Crockett Highway. My father's story of his only ride on the trolley was a horse and buggy ride up Crockett Highway to the stable and on to Adrian. He was about eight years old, making it 1919. It appears the old restaurant site had been a traveler's stop for many years and continues to offer large trucks and drivers a respite as a pull-over spot.

East of Palmyra, as the T&W curves west, it now follows on top of the old Erie and Kalamazoo Railroad grade on to Adrian. The E&K was the first railroad built west of the Allegheny Mountains in 1836. This grade was abandoned after the state of Michigan built the railroad from Adrian to Monroe in 1842. This road is now part of the Adrian Blissfield Railroad's excursion train.



Palmyra

STOP
83-B

Spur Track - 250 ft.
Capacity - 6 cars

1 - Dam & Mill Race
2 - Bailey Park
3 - Paper Mill
4 - Passenger Depot
* - Stop 84-B

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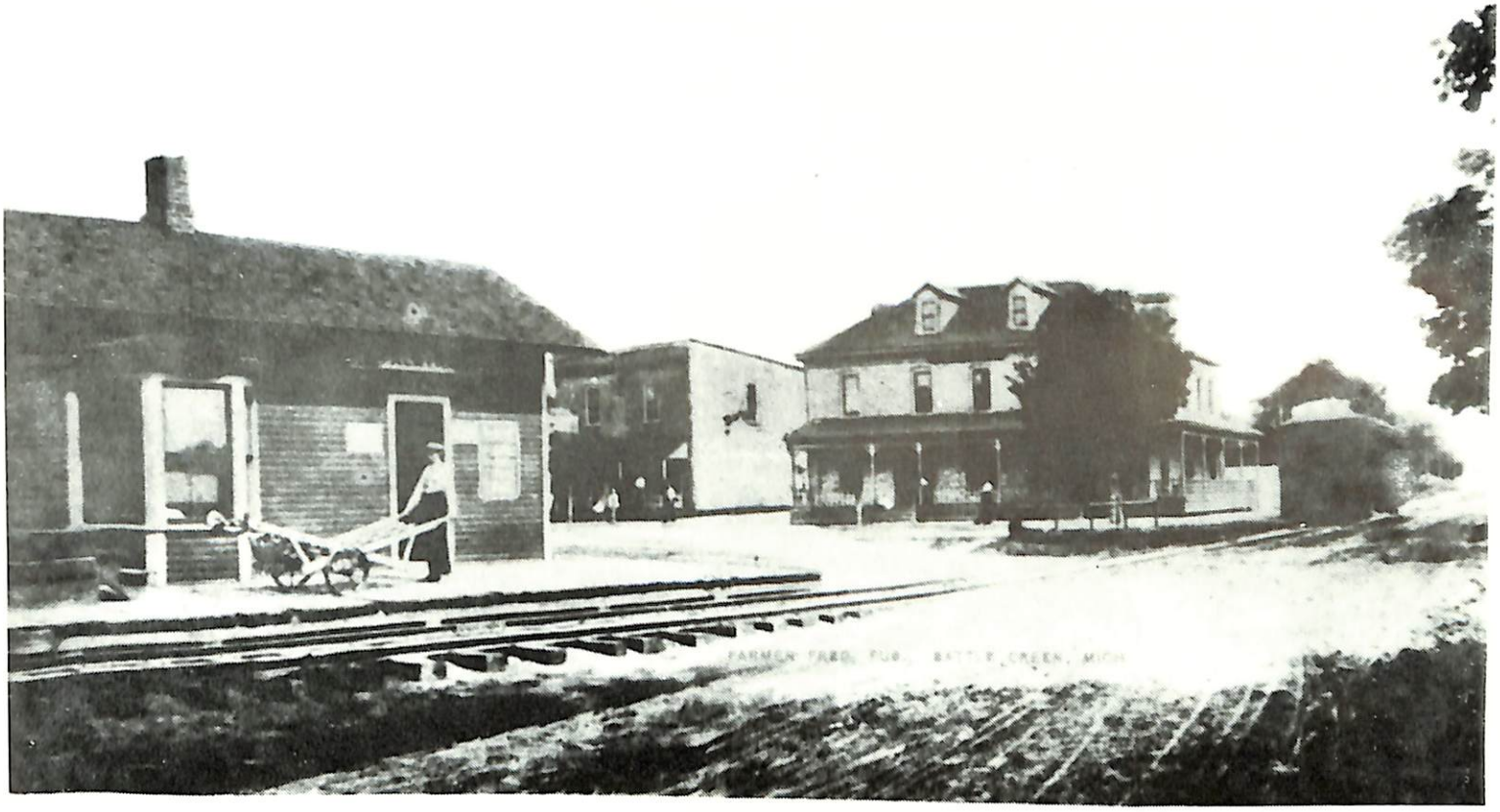


Shown here is the Palmyra station and the Hotel Nise.
- Photo Melvin Neuendorf

Arriving in Palmyra, one encountered a simple wood frame station located on the northwest corner of Rouget Road and U.S. 223 where the fire hall stands today. Looking over the north railing of the highway bridge, the approach, abutments and pilings of the T&W bridge can easily be seen.

Behind the paper mill west of the river was a dam and mill race which created an island known as Bailey Park. Accessible by a wooden foot bridge, it was promoted by the T&W as the only summer resort on the line.

West of Palmyra, the grade has been pretty well reclaimed, but a few miles to the west stands a small concrete building, the remnants of a stop named Clark. This building housed a switch to cut off the power to the overhead line back to Blissfield. This was needed by the heavier freight trains to get up the sharpest grade of the entire line.

From this building, the line had to climb 165 feet within a mile and a half to get up the Terminal Moraine on which the City of Adrian sits, and over the LS&MS tracks. This was a two percent grade, considered the maximum for rail freight. The climb was known to T&W employees as Fuller's Grade.

Halfway up the grade was a stop known as Nash, located on the east-west portion of Parr Highway. This location was later renamed Fuller's when the new power substation and the attached storage building which used to house the snowplow, were built in the 20s. This building still stands.

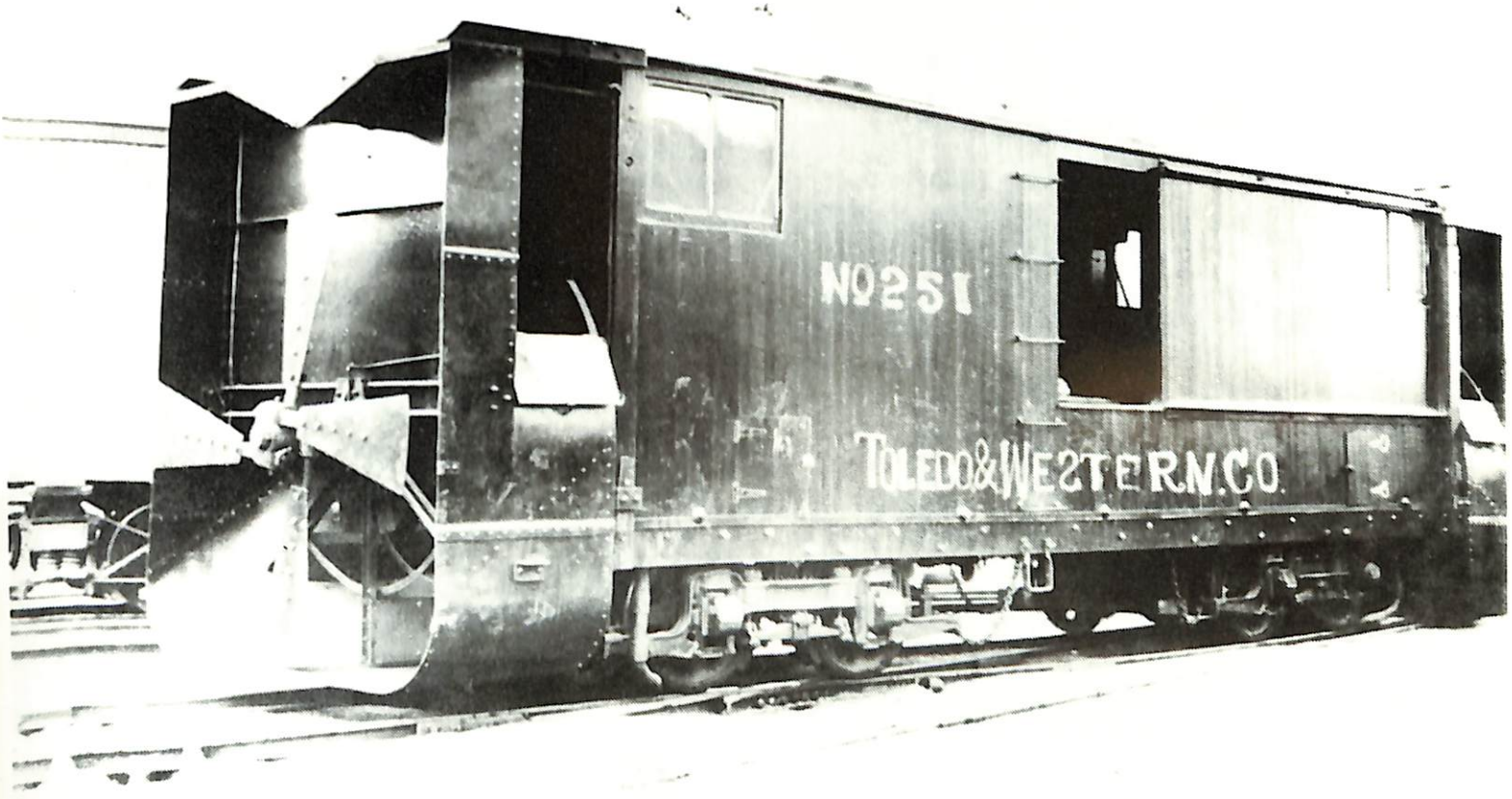
The gully just east of Fuller's proved to be the largest natural obstacle during the winter. After heavy snow storms, the wind would fill the depression with such hard-packed snow that even the T&W's rotary snow plow sometimes found it impossible to clear the tracks.

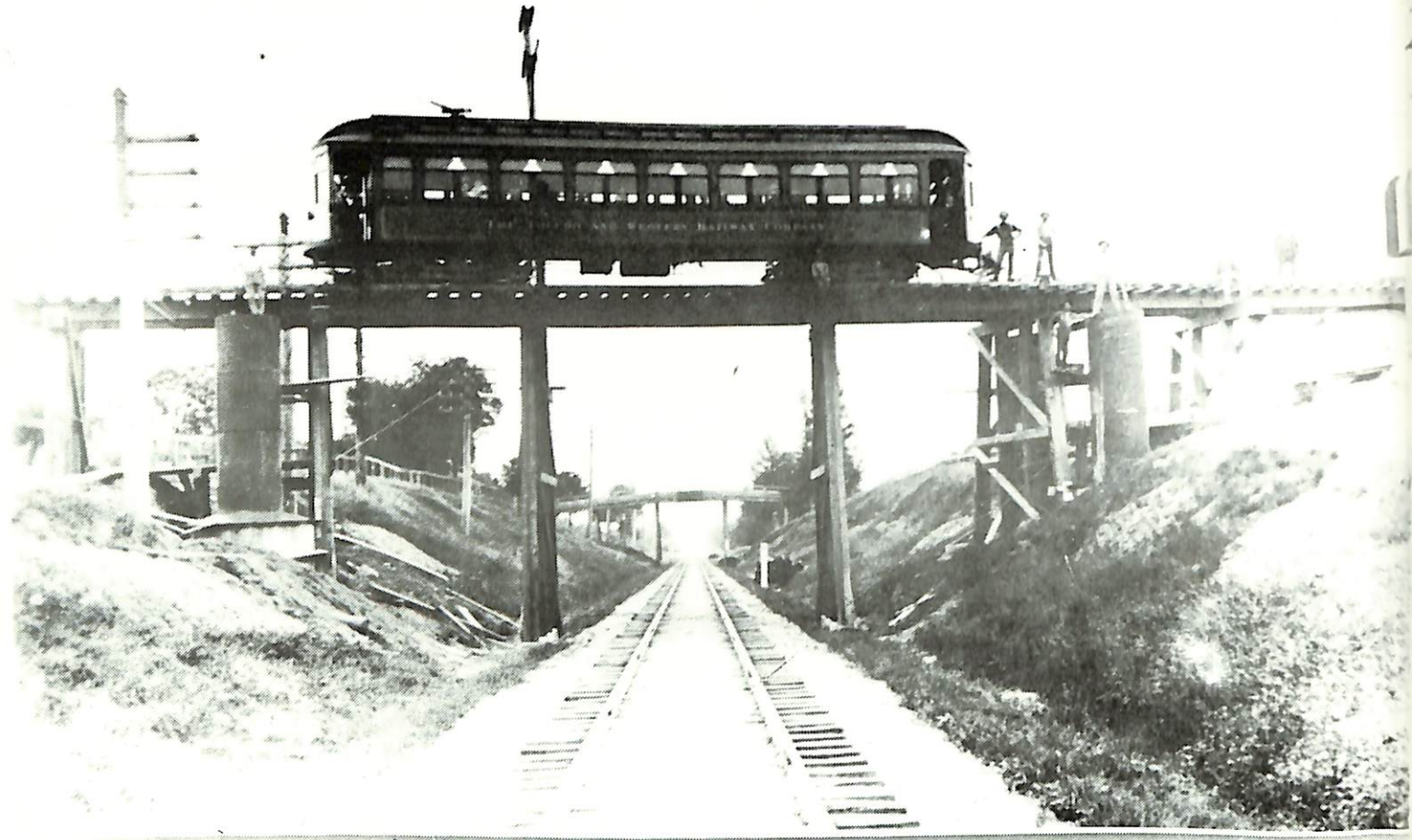
On west from Fuller's, the tracks continued, crossing Parr Highway as the pavement curves north. Out in the field that is now the new prison, the tracks turned north and continued its climb up to cross Beecher Street and the LS&MS Railroad.

Above we see a relaxed view of Palmyra's Bailey Park. - *Photo Melvin Neuderdorf*

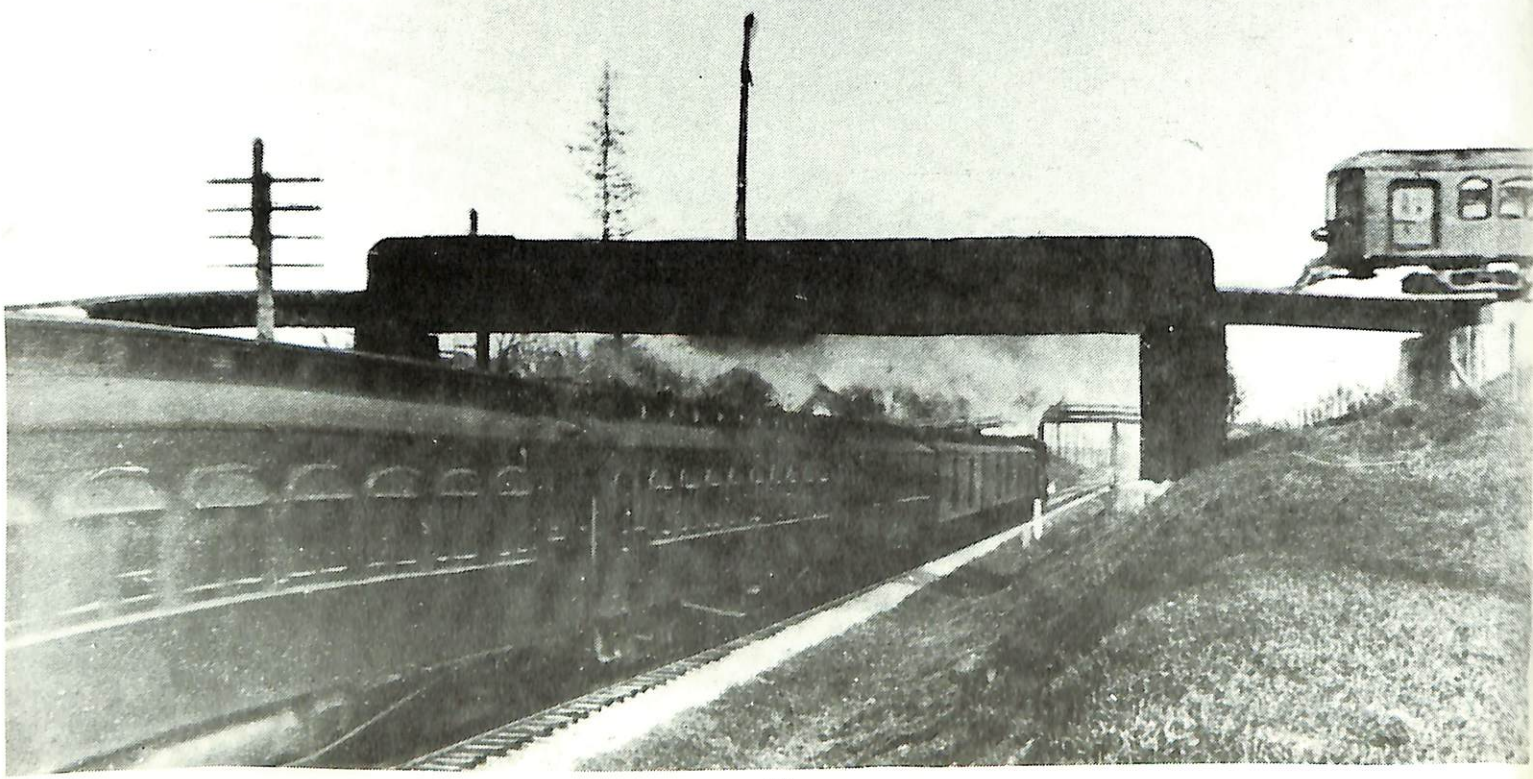
Purchased to help clear the line along the Parr Hwy. depressions was rotary snow plow No. 251, shown above at right. It was inadiquate and sold in 1912. - *Photo Jim Findlay*

East of the Fullers sub-station along Parr Hwy. is a scene typical of Michigan winters, shown at bottom right. This area was a consistant challenge to keep clear. After the snow plow was deemed a falure, the problem was finally cured by lowering the hill on the south (right in photo) side of the track to allow the wind to blow the snow across the track. - *Photo Robert Sell*


NO251
TOLEDO&WESTERN.CO.



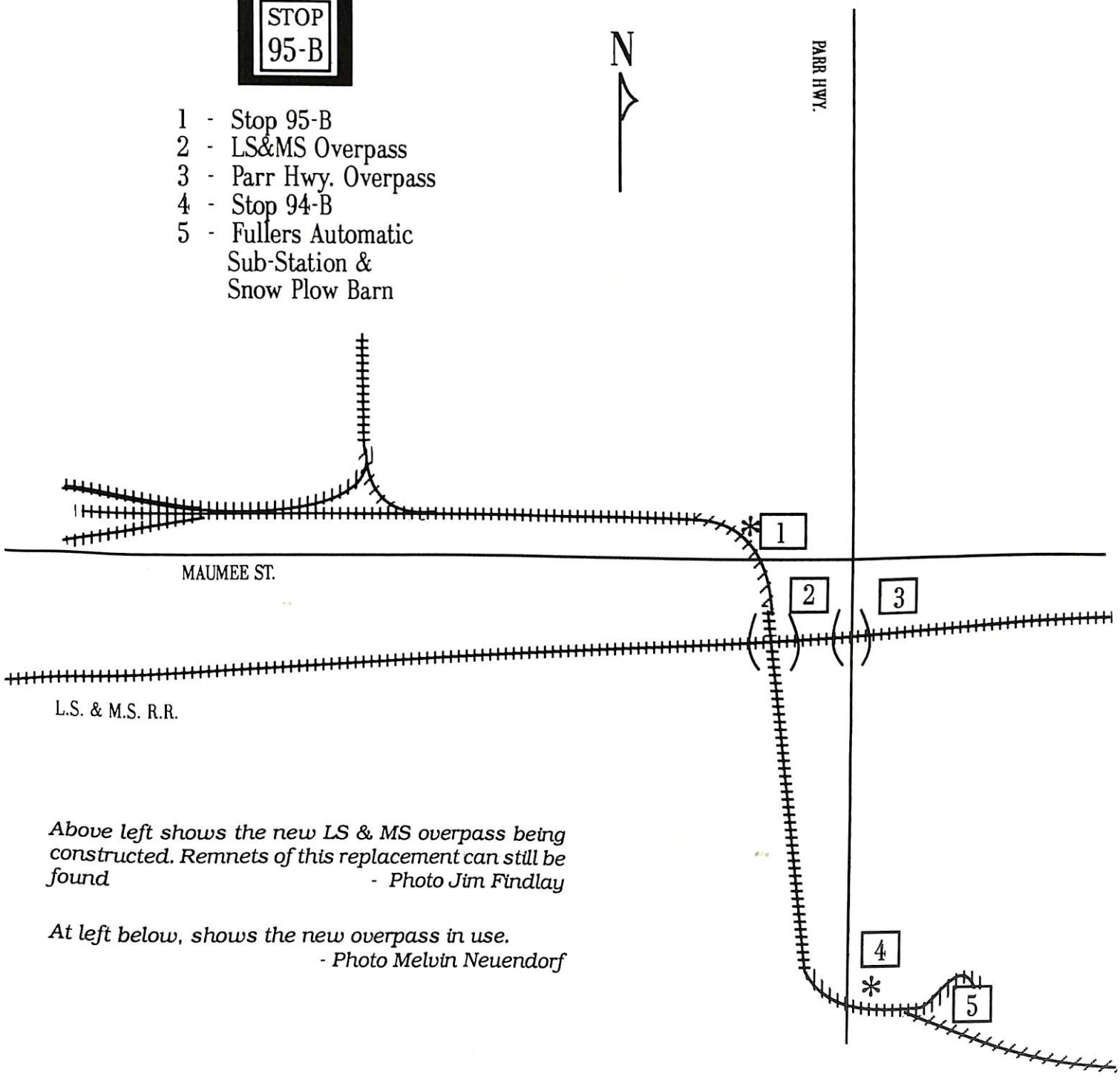
Interurban Bridge over L.S.&M.S.
Adrian, Mich.



East of Adrian

STOP
95-B

1 - Stop 95-B
2 - LS&MS Overpass
3 - Parr Hwy. Overpass
4 - Stop 94-B
5 - Fullers Automatic
Sub-Station &
Snow Plow Barn



Above left shows the new LS & MS overpass being constructed. Remnets of this replacement can still be found - *Photo Jim Findlay*

At left below, shows the new overpass in use. - *Photo Melvin Neuendorf*

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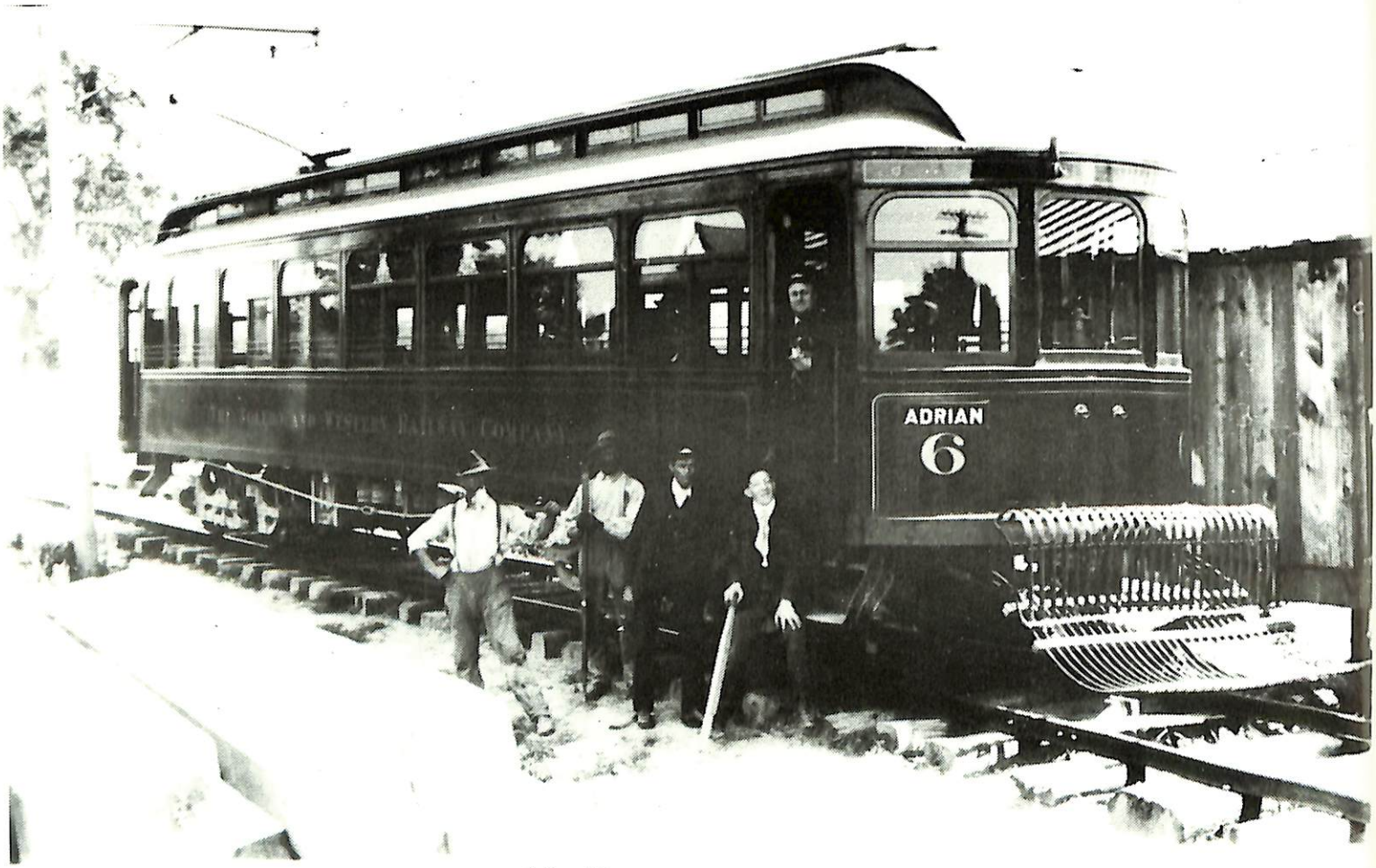
Bridge abutments and pieces of the railroad crossing can still be seen from the rear of Brazeway's parking lot. The hump in Maumee Street in front of Brazeway is still visible where the track crossed to the north side of the street. Just west of this crossing is an area where an old switch yard's earthen wyes are still easy to detect. Continuing west, the T&W crossed under the Wabash tracks, 31.2 miles from West Toledo.

Just beyond, the T&W exchanged freight and passengers at a station located north of the intersection of Church, Maumee and Wabash streets. From here, the T&W had passage rights over city street car tracks to gain access to its downtown Adrian station.

Those in charge of the T&W had dreams of reaching Coldwater, Michigan where it could connect with lines west to Chicago. In 1904, property owners were contacted regarding the purchase of right of way west of Adrian. Legend has it that a dishonest agent employed by the T&W collected money as deposits for the right of ways from area landowners and then skipped town with it.

To make the Coldwater dream closer to reality, grading was started in 1905, and portions are still visible along the south side of Beecher Road west of Adrian. A few bridge abutments are still visible as well. At Morey Highway, the line was to turn south toward Clayton. A cement culvert with cut and fill is very obvious along the east side of the road.

Once in Clayton, the T&W was to proceed along the north side of the LS&MS to Hudson. Grading continued to within one mile of Hudson, but the dream was never realized; no rail was ever laid west of Adrian.

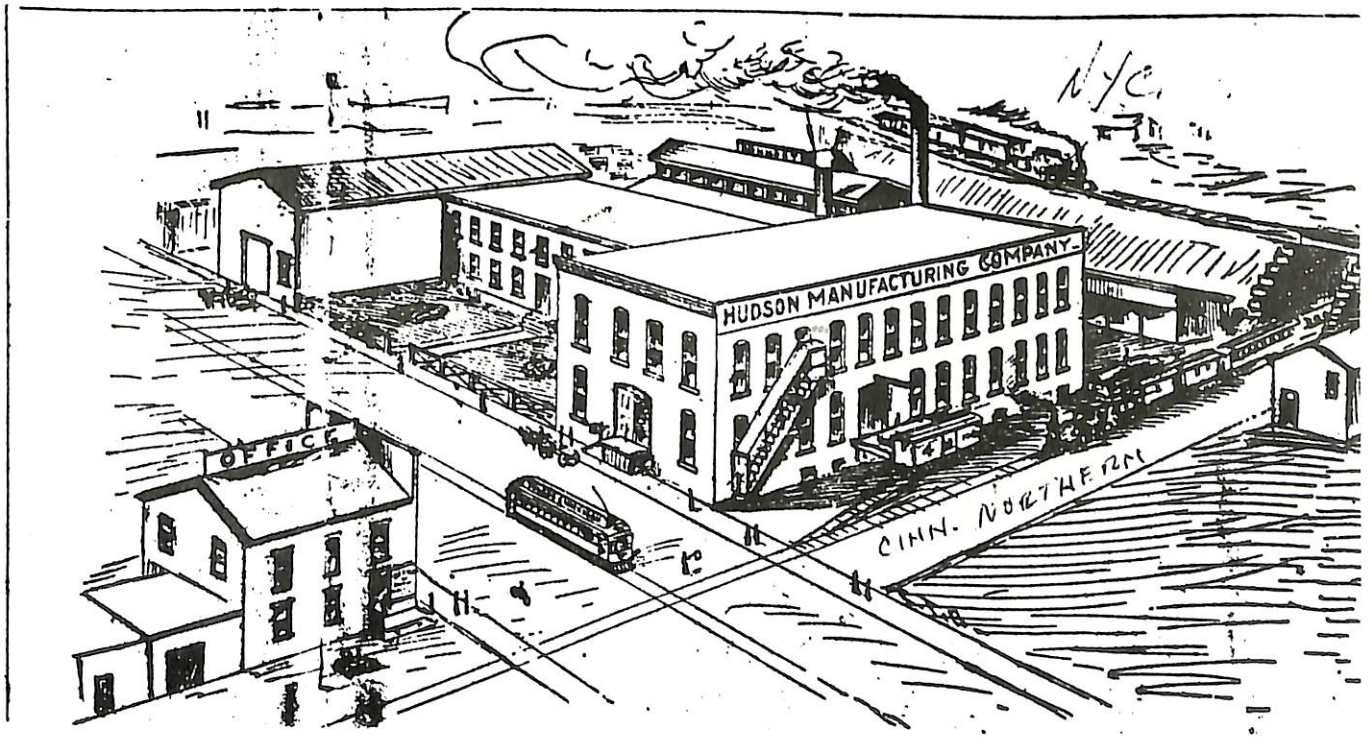


No. 6 passes at stop 95 B, just west of the Maumee St. crossing east of Adrian. - Photo Jim Findlay

The view above shows the biggest problem the T & W had with the Wabash Subway... WATER! The line abandoned it and filled it with earth in 1925.

- Photo Melvin Neuendorf

Below is an artists rendering of the T & W's arrival in Hudson.



- Jim Findlay

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1 - City Car Barn
2 - T & W Depot to 1924
3 - T & W Depot after 1924

N

RIVER RAISIN
W. MAUMEE
SCOTT
COLLEGE
1
2
E. MAUMEE
3
WABASH
LOCUST
WABASH
MICHIGAN
DT & I
NYC

Adrian

Above right is a view of downtown Adrian with No. 8 about 2 blocks east of the Adrian station. - Photo Melvin Neuendorf

At the right of this photo is the downtown Adrian Station. This is the end of the Adrian branch shown below at right. - Photo Melvin Neuendorf

Maumee St. Looking ,West, Adrian, Mich.

Maumee Street, Looking East, Adrian, Mich.

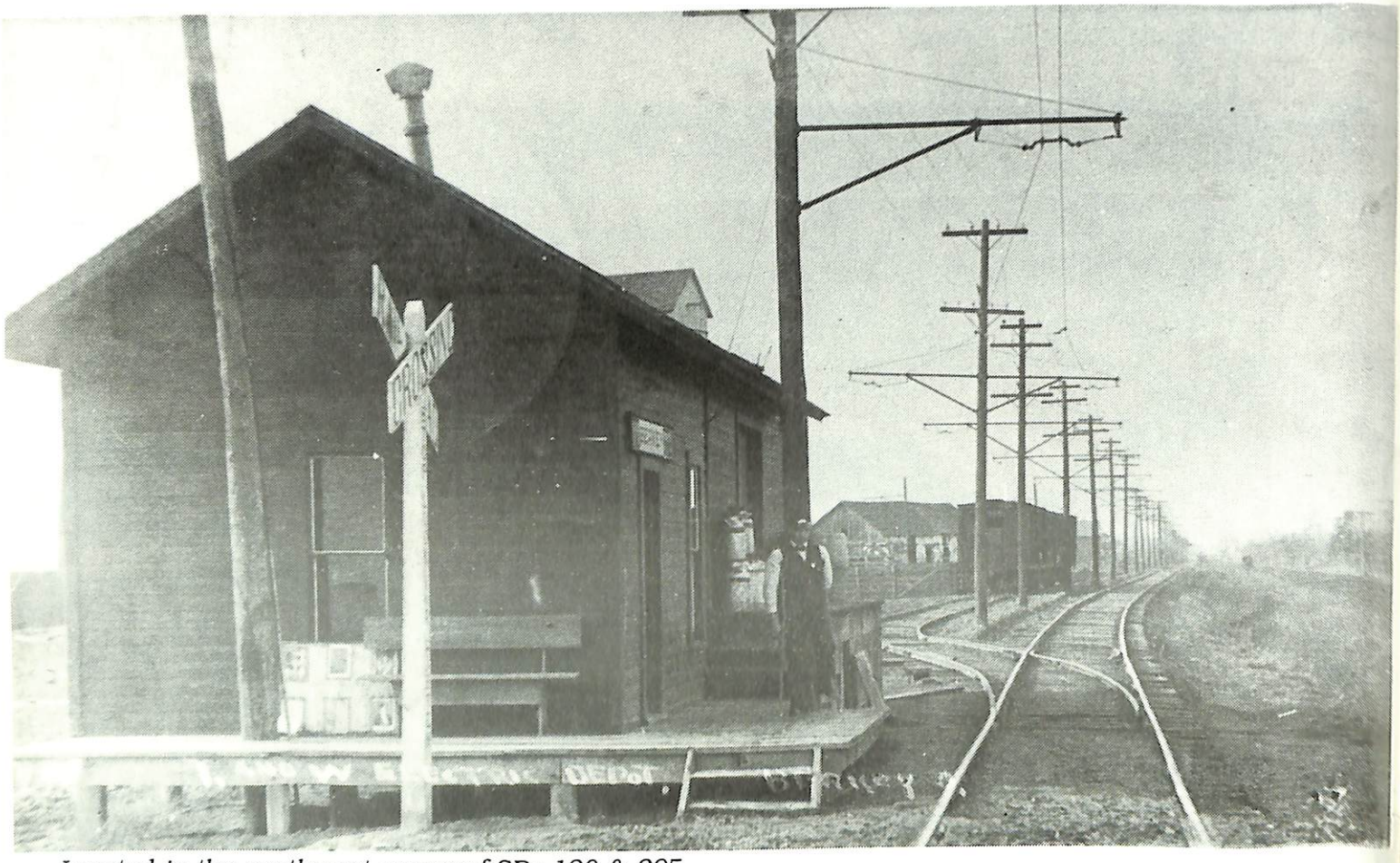
The Ride from Allen Junction to Pioneer

Back at Allen Junction, the Pioneer branch headed due west along the south side of Sylvania-Metamora Road. About one-and-a-half miles from Allen Junction was a stop called Palmer, presently marked by the Berkey Corporation limit. West from Palmer, private concrete boarding platforms are still visible in the front yards of two homes. Next stop on the ride is the bustling village of Berkey, where a beet dump, grain elevator and livestock yard were located.

One story about two brothers east of Berkey is well-known in connection with this line. After a long week's work farming, the two would board the trolley for a ride to Sylvania every Saturday afternoon. After spending the evening at the local watering holes, they would board the last westbound car for the night and promptly pass out. Being fairly good customers of the T&W with agricultural products, the trolley crew felt some obligation to them.

In warm weather the conductor and motorman would carry them up to their porch. If it was cold, they would bang on the door until their mother answered. She would then tell the crew to put the "drunken bums" on the floor in the parlor.

Two miles further on this ride is the stop



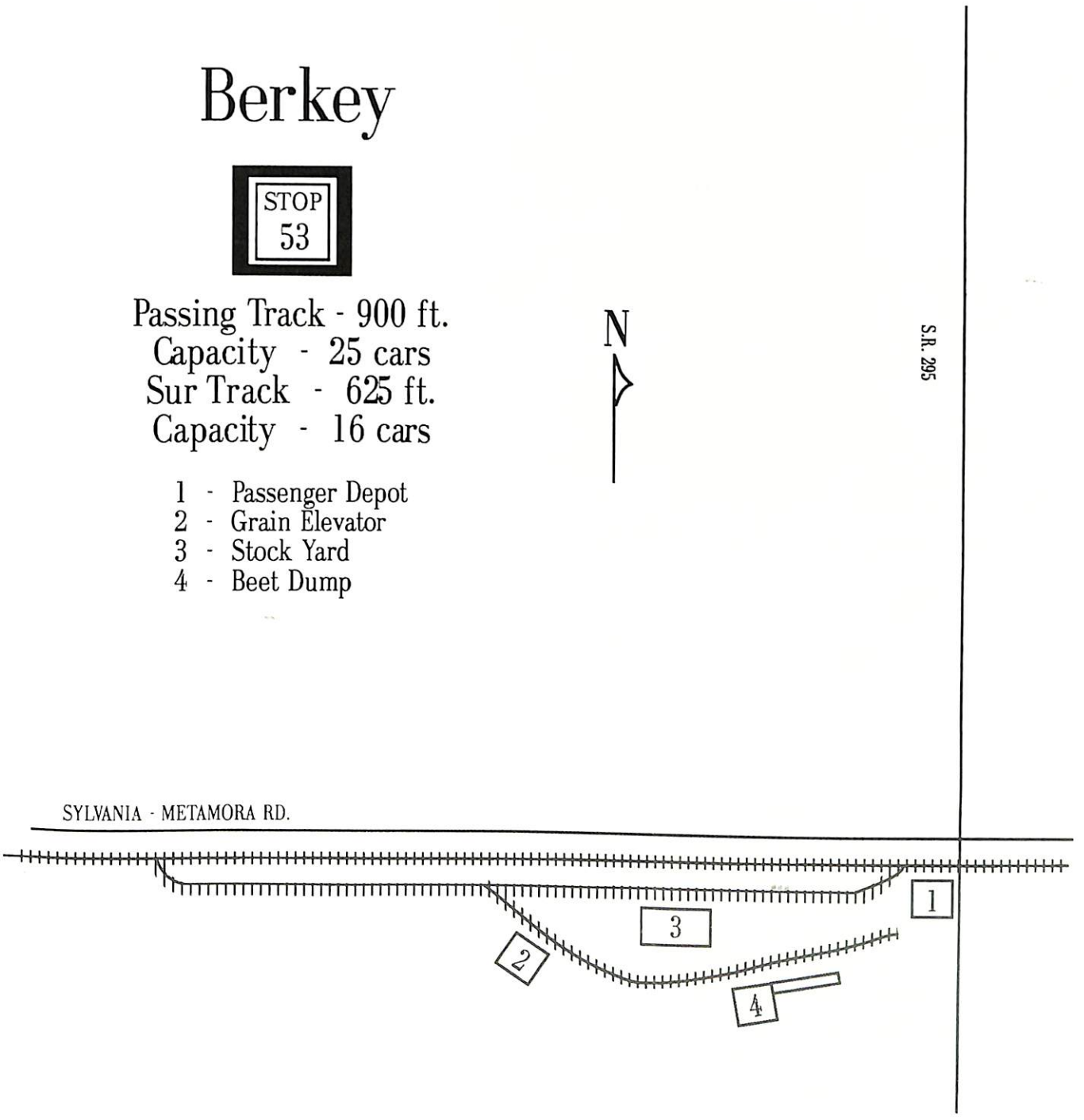
Located in the southwest corner of SRs 120 & 295 was Berkey's depot. West of the station shows some stock cars waiting to be loaded. - Photo Melvin Neuendorf

Berkey

STOP
53

Passing Track - 900 ft.
Capacity - 25 cars
Sur Track - 625 ft.
Capacity - 16 cars

1 - Passenger Depot
2 - Grain Elevator
3 - Stock Yard
4 - Beet Dump



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On the east edge of town is Metamora's handsome station still being used as a private home.
- Photo Fred McCance

at Fulton-Lucas Road named County Line. Continuing 1.2 miles finds Metamora with a two-story brick station on the east edge of town. This station has been attractively converted to a private home. Approaching downtown with tracks laid in the center of the street, a switch track's rail is still embedded in the sidewalk in the southeast corner of Main and Church streets. This switch track veered south to the Metamora Grain Elevator.

One-and-a-half miles west of Metamora with track now on the north side of State Rte. 120, was a stop named Champion. Here the T&W later exchanged freight with the DT&I's new main line built by Henry Ford and known as Ford's shortcut. Another two miles is the settlement of Whiteville. Here stands a large grain elevator and beet and tomato transfer station. Next is a small stop named Townline. West from here, the track and highway curve southwest to Seward, located at State Rtes. 120 and 109.

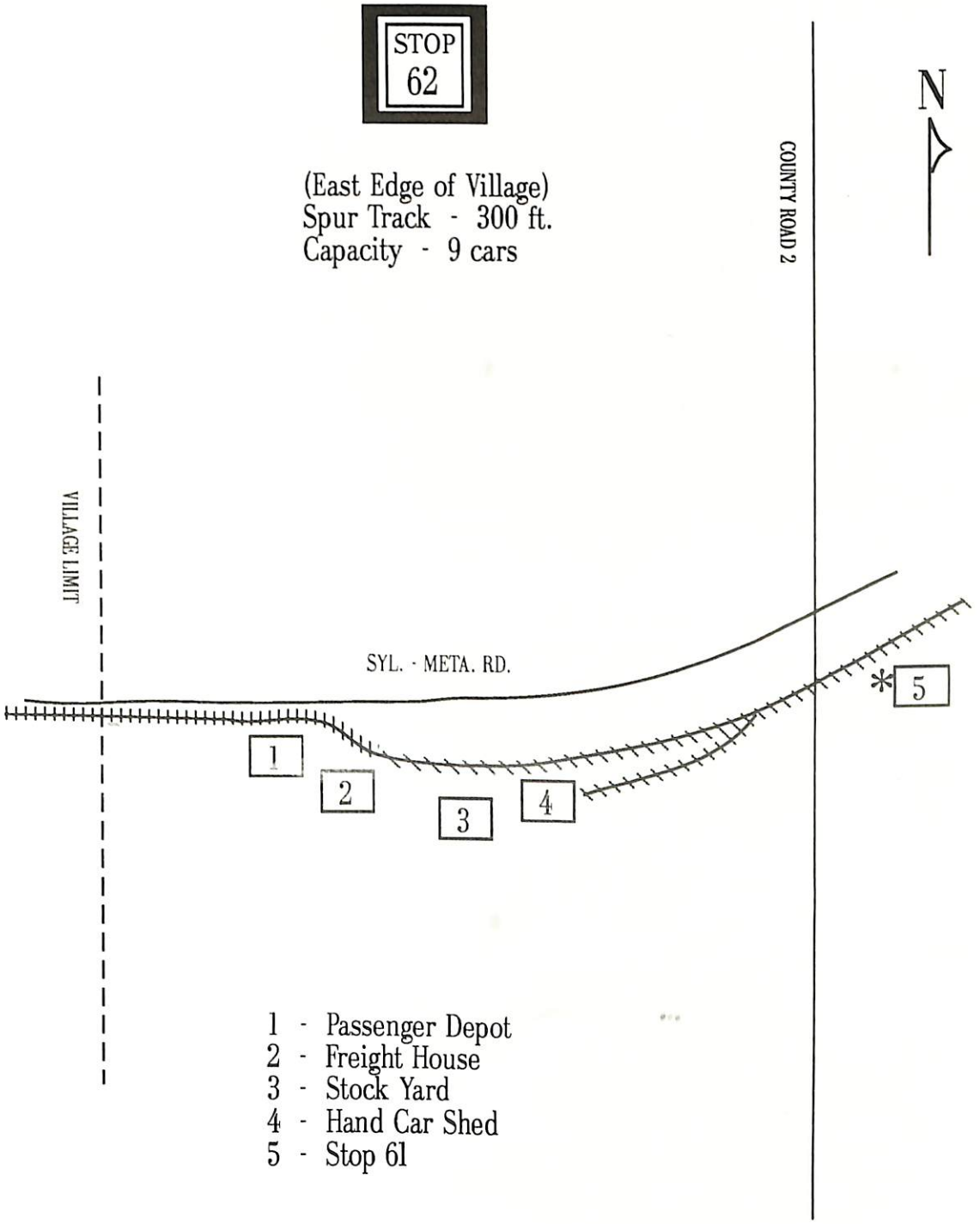
This spot is directly south of Adrian. Original planners thought of getting to Adrian over the route currently used by Ohio 109 and Michigan M-52 through Jasper, Fairfield and Madison. It was decided that the heavy industry in Blissfield would make that route a better choice.

Continuing west from Seward is the

Metamora

STOP
62

(East Edge of Village)
Spur Track - 300 ft.
Capacity - 9 cars



1 - Passenger Depot
2 - Freight House
3 - Stock Yard
4 - Hand Car Shed
5 - Stop 61

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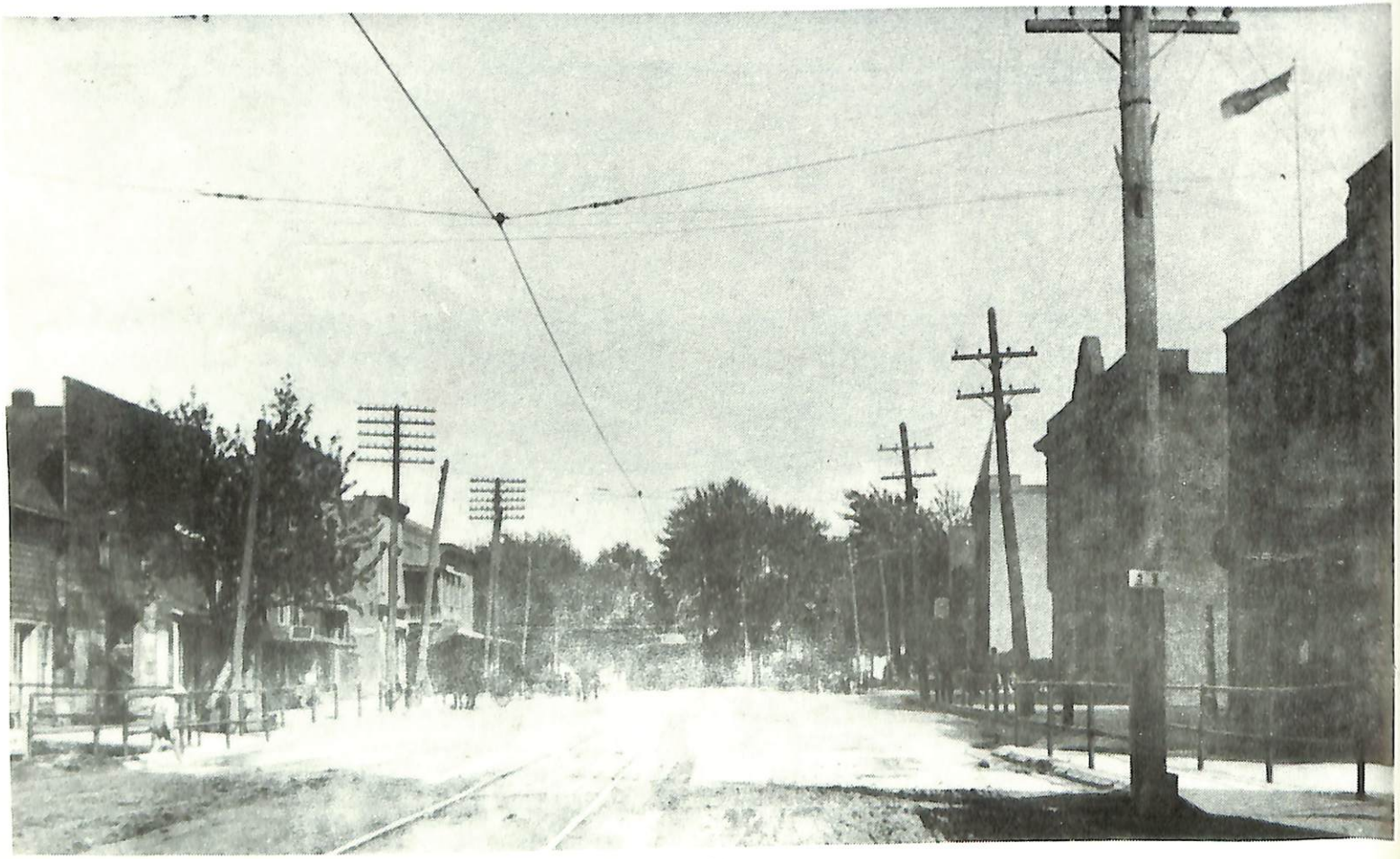
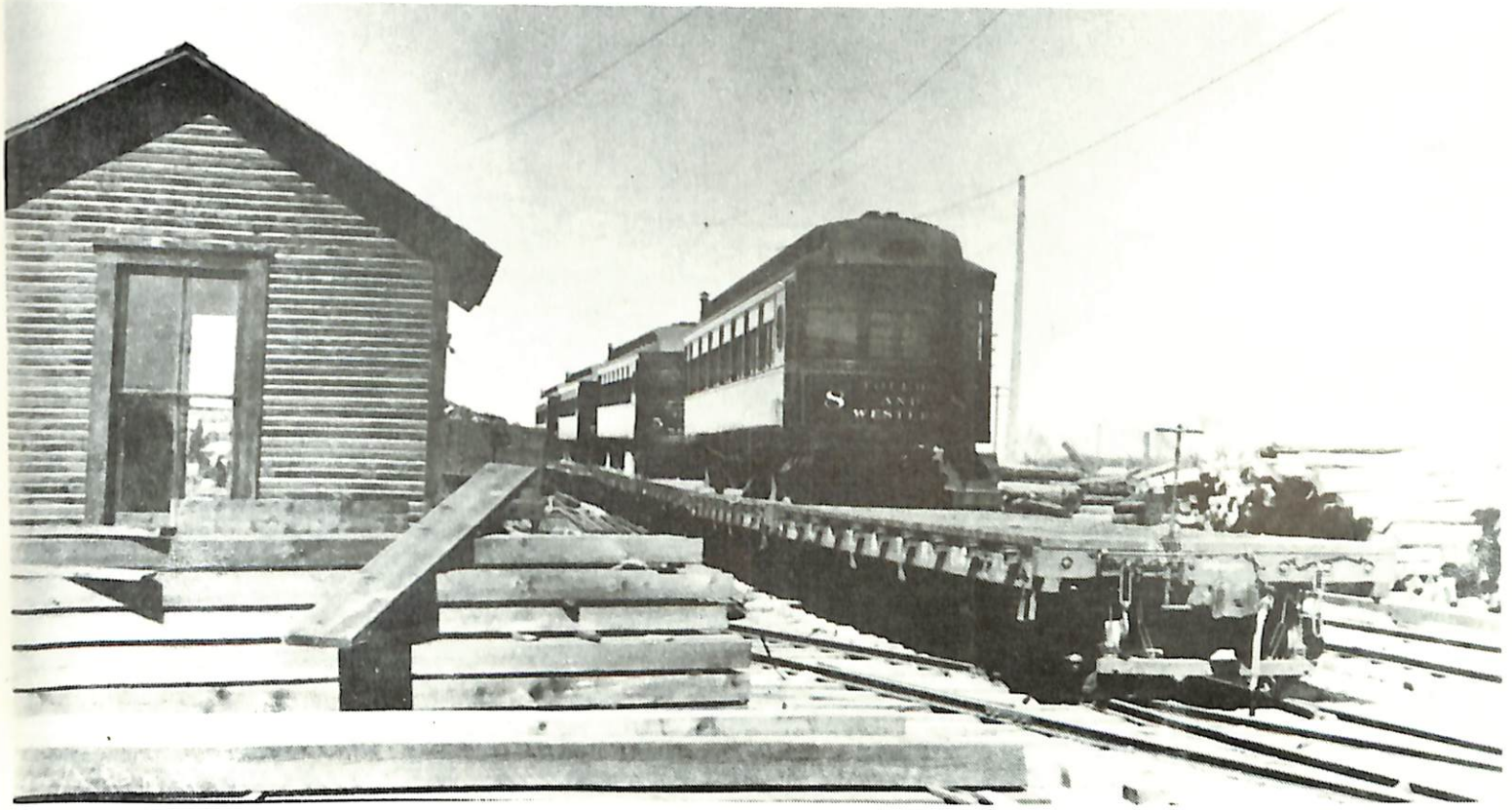
A view in downtown Metamora above shows the then dirt street being dug up for construction of the track through town.

- Photo Fred McCance

Below, a view to the east shows a west bound car entering downtown Metamora.

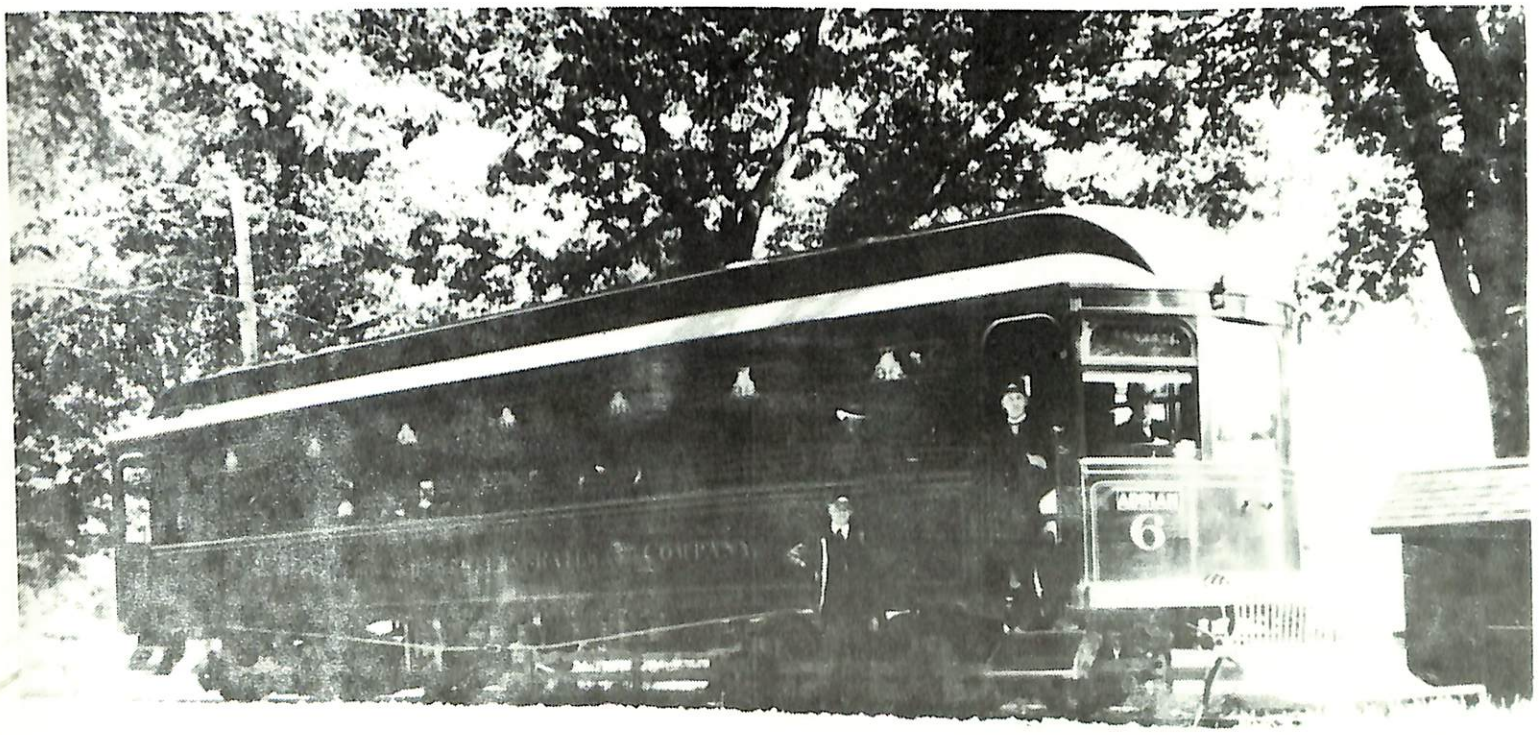
- Photo Melvin Neuendorf





Above we see new Jewitt built cars no. 3 - 8 at the Sylvania Ave. Yard. - *Photo Melvin Neuendorf*

Below, looking sharp is Jewett built car No. 6 in burgandy near Adrian - *Photo Jim Findlay*



Above is a view of the Lyons depot. This building is being restored for a museum. - Photo Fred McCance

Below package freight motor No. 76 in green sports a load of slip scrapers. - Photo Jim Findlay

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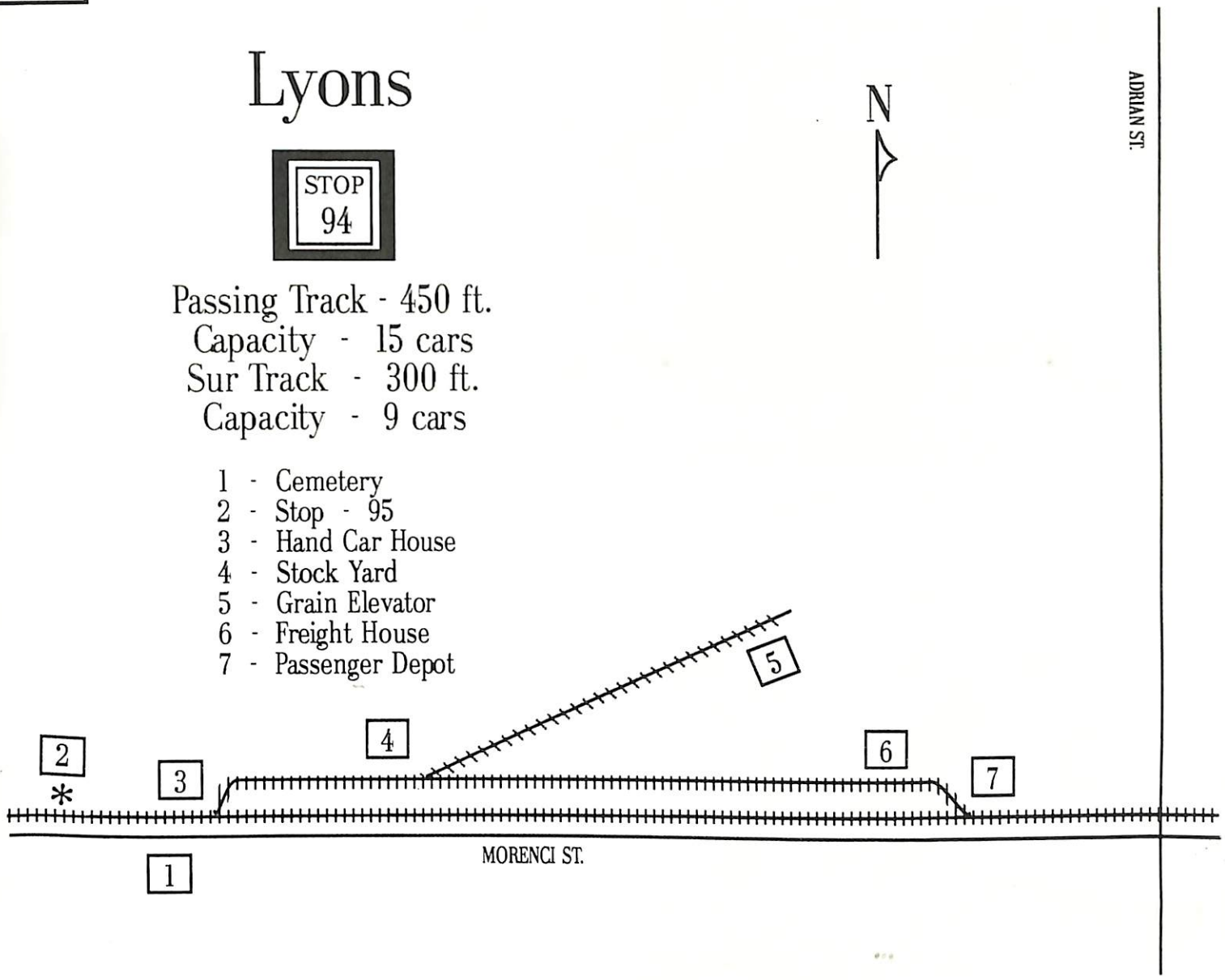
Lyons



Village of Lyons. Here there is another of the T&W's two-story brick stations. Continuing along the north side of 120, the next stop is Beebe's. The next stop is Denson. Here the T&W and the DT&I shared a wooden station and exchanged freight and passengers with the DT&I's Old Road.

It was on this diamond that two T&W employees narrowly escaped death in 1914. T&W freight motor No. 76 was split in two pieces as it passed in front of a speeding southbound DT&I passenger train. The motorman was trapped in one end of the wreckage and the freight handler in the other.

Incredibly, neither one was severely hurt. Car 76 was rebuilt and operated until abandonment, when it was sold to a farmer on Riga Highway, north of Yankee Road. It served as a shed until 1988 when it was burned by the new farm owner.

Leaving Denson, west to the Ohio-Michi-

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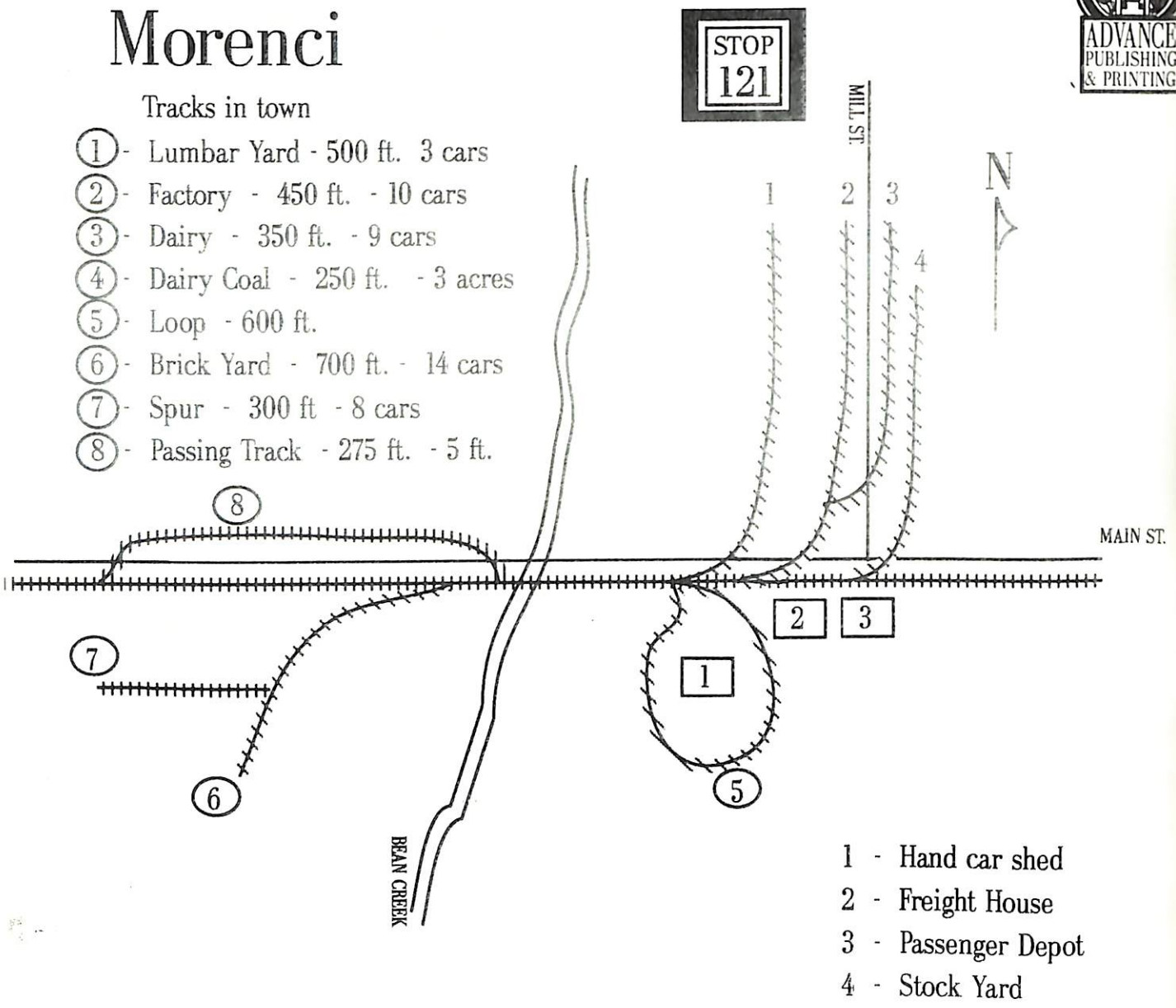
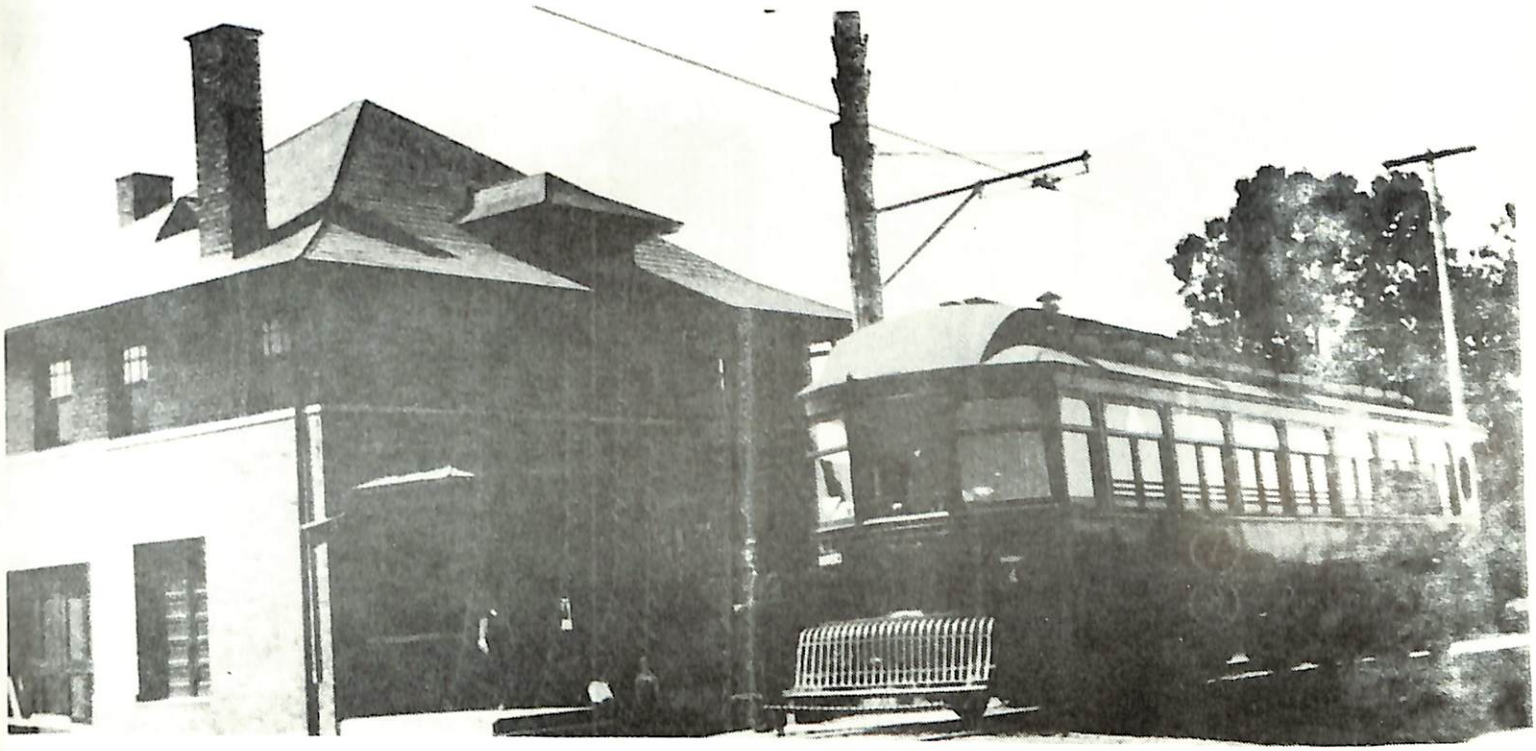
Morenci



gan state line, was a stop named Ranger. Just beyond was a long passing track named Hillside. On to Morenci on tracks down the center of the street to the two-story brick station with wooden freight house nearby. They are located on the south east plot of ground were the street crosses Bean Creek. The bridge abutments are visible over the south side of the street bridge. The creek flats nearby were home for many businesses served by the T&W. Switch track rails can still be seen today in the street.

Around the time of World War I, a very witty agent named Will Sutton ran the Morenci station. Will had a pet crow named Jim. Jim made his hang out at the station and greeted everyone with a big, bright, "Hella!" Everyone in town and all crew members passing through Morenci knew Jim. On more than one occasion, Jim boarded an eastbound car, getting off in Lyons. He would gallivant around Lyons, greeting its residents with his "Hella!" greeting. Later, he'd board a westbound car back to Morenci.

Continuing west about a quarter mile,



Above No. 7 east bound stops at the Morenci depot. This building has been well cared for by the Porter Lumber Co. - *Photo Jim Findlay*

The view below shows the track after being installed in Morenci. - *Photo Jim Findlay*

The view above is south of Fayette's first station This station was later replaced with a brick structure. Opera House in the background still stands.
- Photo Jim Findlay

Below a view of early downtown Fayette.
- Photo Fred McCance

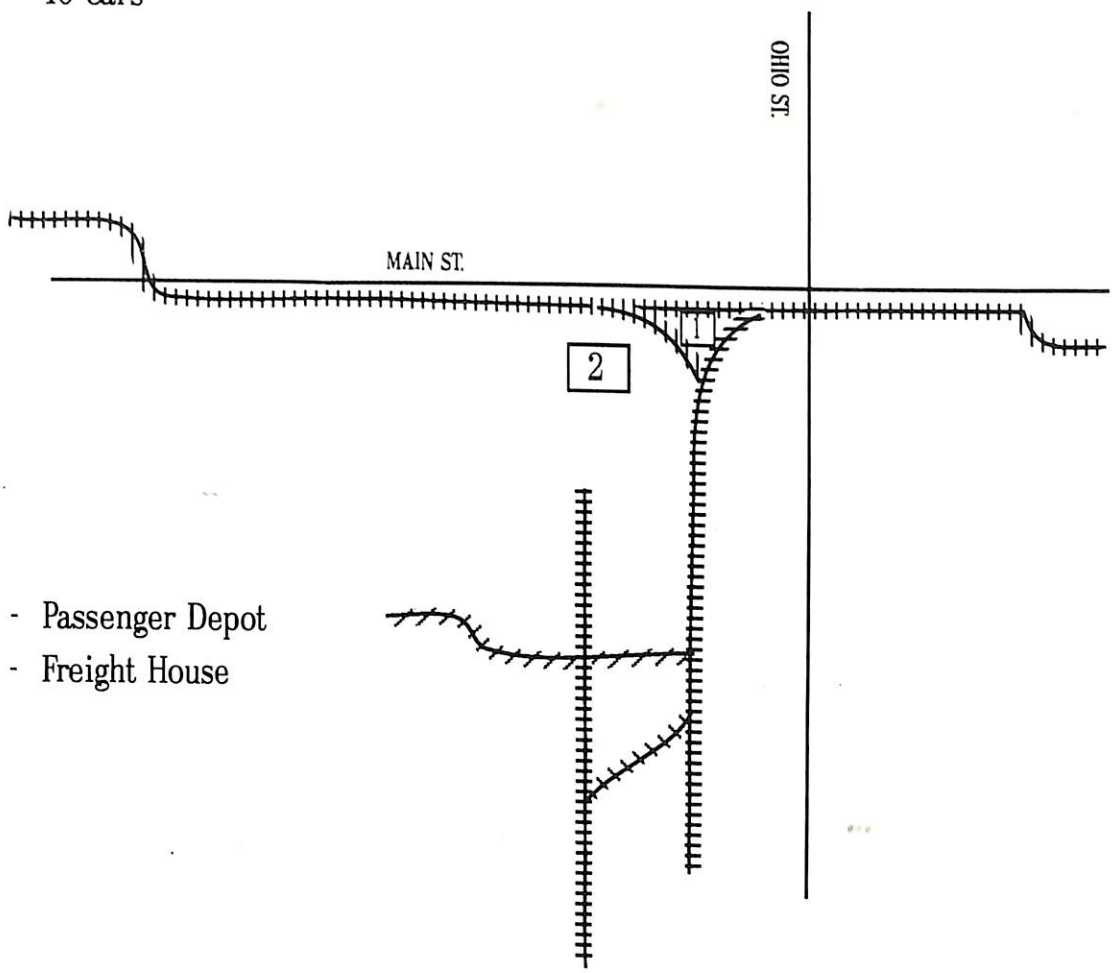
Fayette

STOP 139

N

Sidings

Grain Elevator - 8 cars
Lumber Yard - 7 cars
Canning Co. - 8 cars
Team Track - 5
Factories - 10 cars



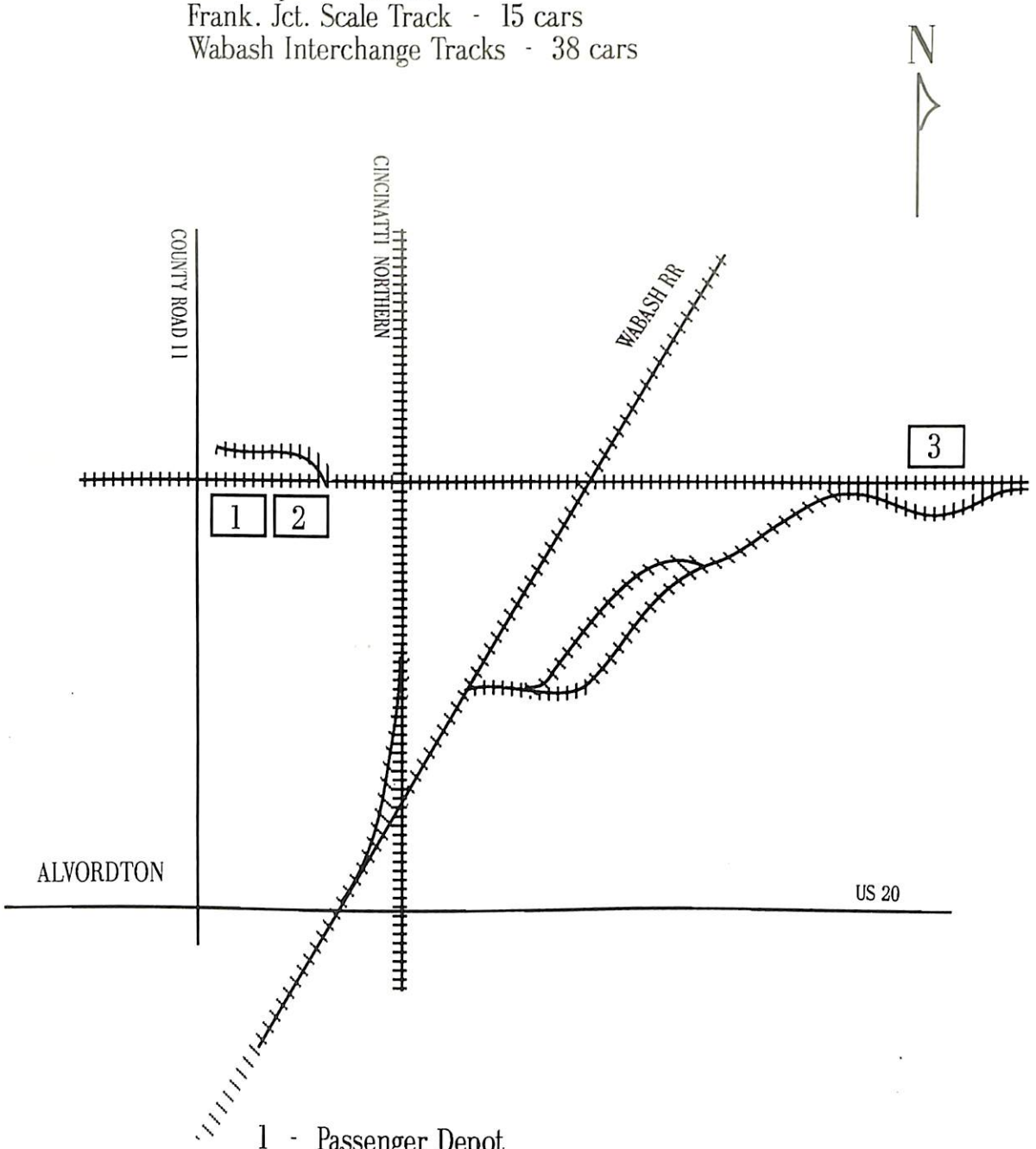
1 - Passenger Depot
2 - Freight House

the track meets the Fayette Branch of the LS&MS. It parallels the LS&MS track until coming to the Michigan-Ohio state line and a stop called Wolcott. From here, the track heads due south along the west side of County Road 20, to a stop and settlement known as Powers at U.S 20. North of Powers a strip of undisturbed grade lies between the road and a wood lot. One of two bridge abutments can also be seen along this route.

The track crosses to the south side of U.S. 20 and continues west to Fayette, stopping for Handy's Corners on the way.

Alvordton & Franklin Jct.

Alvor. Spur - 11 cars
Frank. Jct. Scale Track - 15 cars
Wabash Interchange Tracks - 38 cars



1 - Passenger Depot
2 - Portable Sub-Station
3 - Grain Loader

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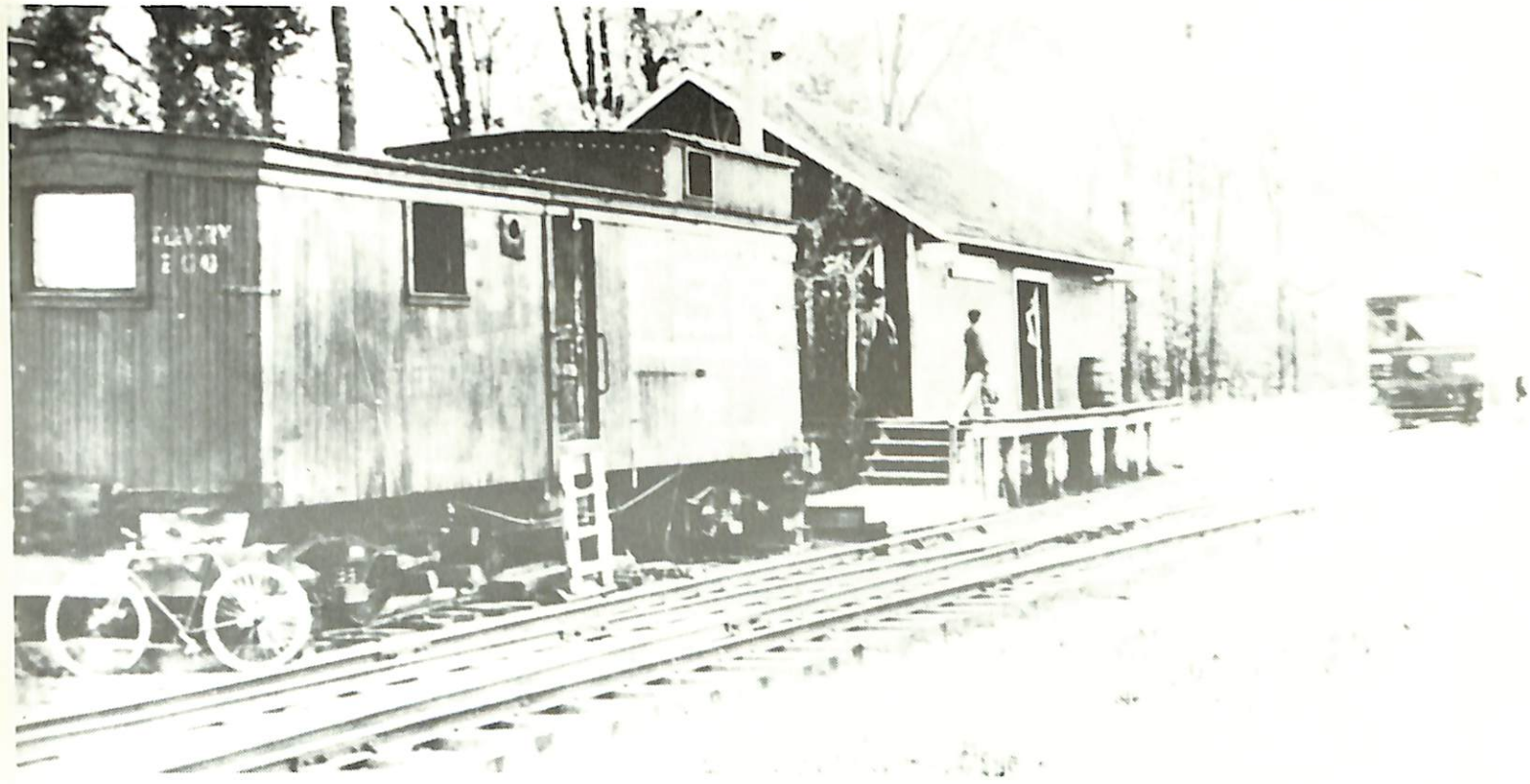


This photo shows Alvordton station one half mile north of town. In the foreground is one of the T & W's portable sub stations No. 200. - Photo Jim Findlay

Arriving in Fayette, again the T&W took to the center of the street. This proved a ticklish location for railroad tracks as time went on. When the trolley was built, it was horse and buggy times. It was easy for early pedestrians and other wheeled travelers to hear an approaching interurban car. As autos became more enclosed, many accidents occurred at the edge of towns where the trolley would suddenly roll into the center of the street from the edge.

In the late 30s and early 40s, engineers on the P&F told of some hair-raising near-misses in Fayette as trucks zipped up and down U.S. 20. The T&W's tracks operated on approximately 6.5 miles of public roadway.

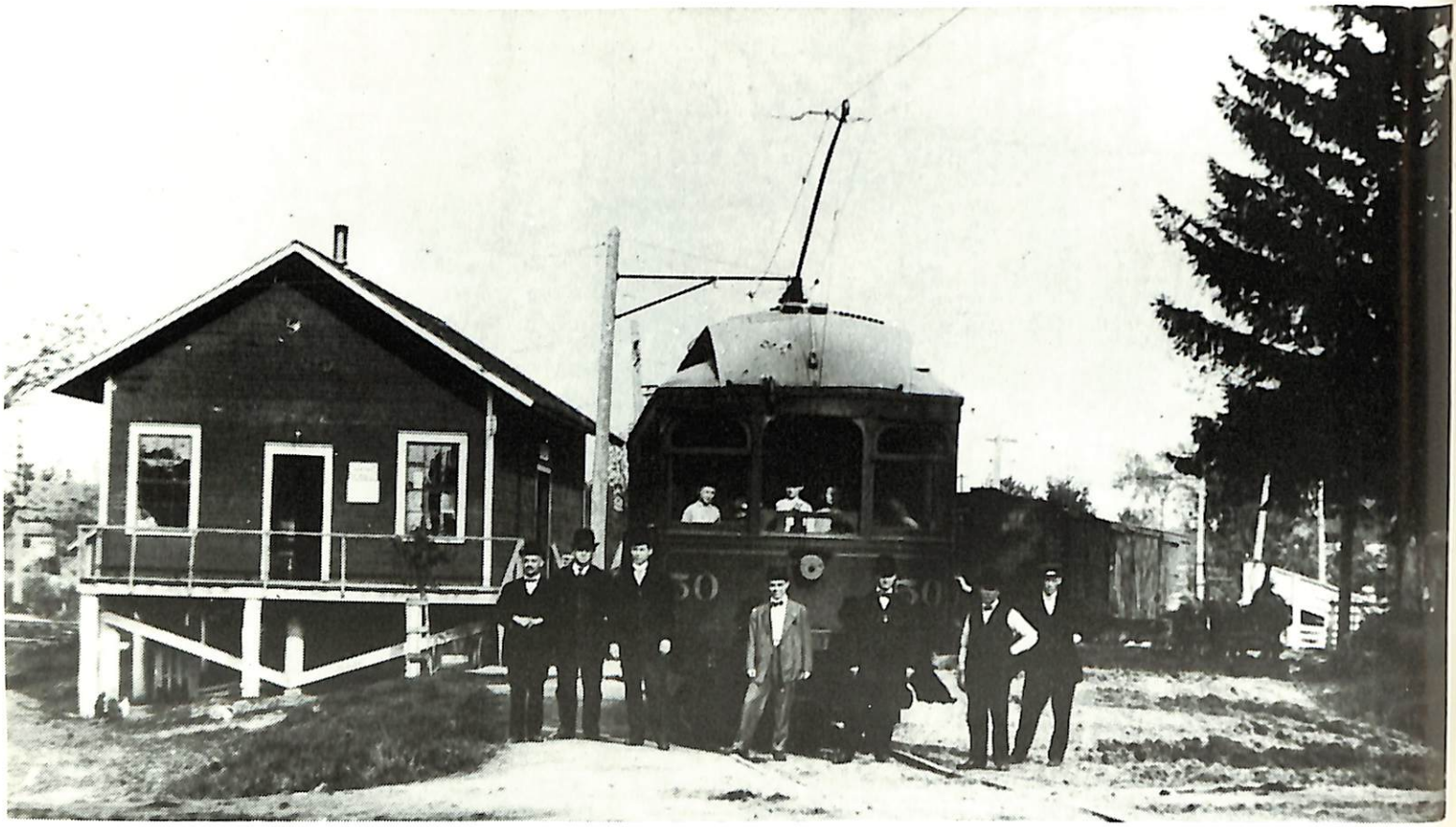
A single-story brick station stands at the center of Fayette. This was built in the center of the T&W's wye track. It has been enlarged and currently houses the Fayette-Gorham Fire Department. South of this station was a rail yard and many businesses the T&W served.

On the west edge of town, the track shifted to the north side of U.S. 20. One mile west of Fayette where U.S. 20 meets U.S. 127, was a stop known as Kendall. From here the track heads due west through the wooded countryside. At the Fulton-Williams county line was a stop named Mill Creek.

The stories about fast travel along the T&W are many. One such yarn takes place on this section. This particular spot was a popular area for the motormen to see how fast they could get the cars moving. Counting the seconds to travel between the mile markers, speeds of 75 to 100 miles per hour were reached routinely.

One such motorman bragged boisterously that he had managed to reach 88 miles per hour one night with a strong tail wind. Word of this reached the front office, and he promptly lost his job. If any motorman tried racing the cars after that, they didn't talk about it - at least not above a hushed whisper.

At the Wabash tracks was Franklin Junction, named after the T&W's first general



The end of the line was near when you arrived at the Pioneer station. Shown here is No. 50 preparing for a return trip to Allen Jct. - Photo Jim Findlay

manager, C.F. Franklin. Here the T&W could exchange freight and passengers with the Wabash and nearby Cincinnati Northern. This was a busy spot - there were coal, stone and grain transfer equipment which Earl Snyder later used to keep his P&F active. Nearby was a portable substation and later built automatic substations. Also to the southwest was the then growing town of Alvordton. Further west were the crossroads stops of Madison and Throne's.

The end of the line is in sight as the ride arrives in Pioneer. The town sported a wooden station building and a large 49-car rail yard and wye. There was an unusual rail car unloading device was employed just northeast of town. A 40-foot tressel and embankment were built over a branch of the St. Joseph River where the water averaged about two feet deep and the river bottom was of firm stone. Rail cars were backed over the tressel where coal, stone and other commodities were dropped through a hole in the tressel deck into waiting trucks parked underneath. Evidence of the operation is still visible.

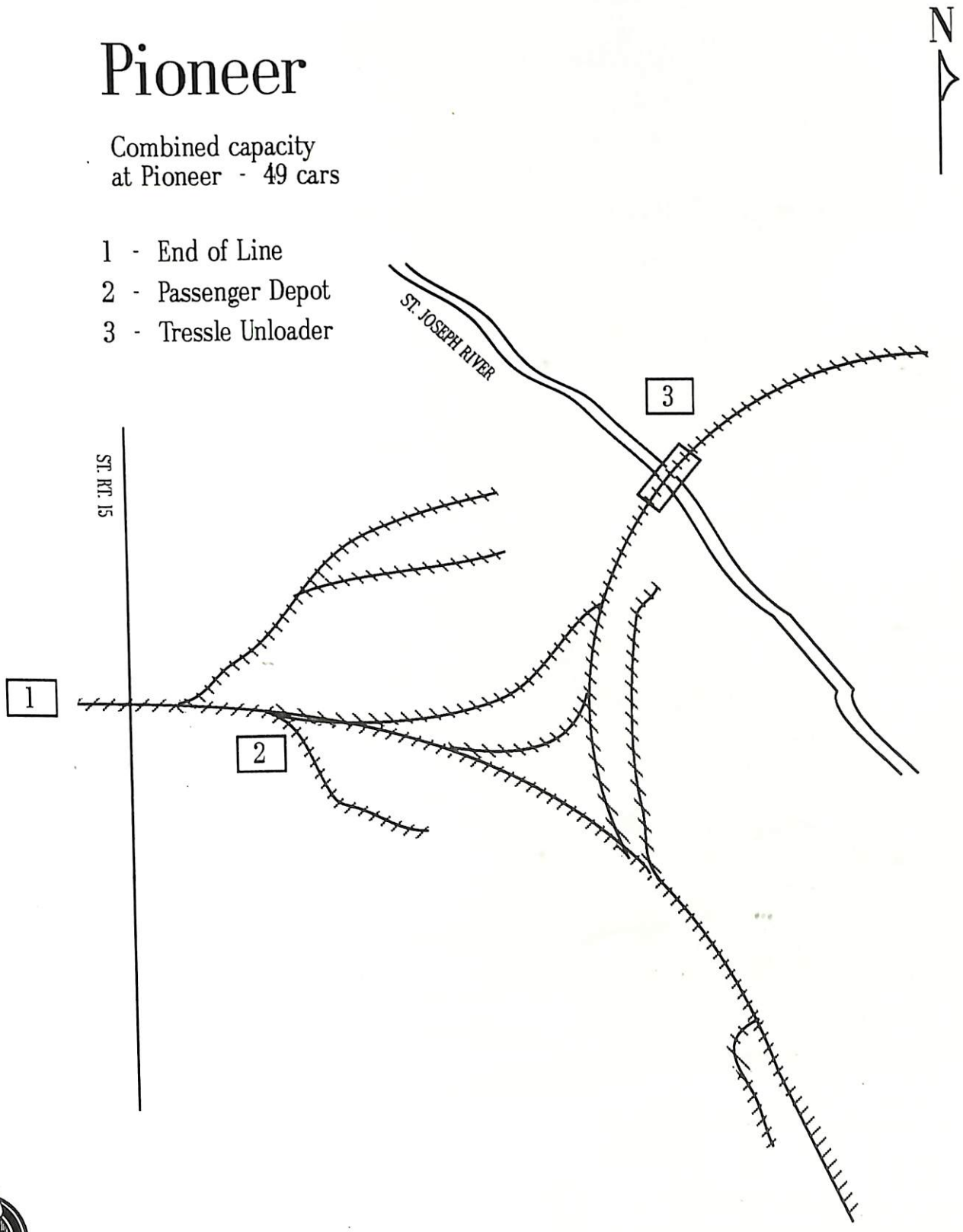
The T&W also had hopes of getting to Indianapolis and Chicago by means of its Pioneer branch. Land was purchased and graded from Pioneer to the Indiana - Ohio state line, at Columbia. A station was built in Angola, Indiana, but again, no track was laid beyond Pioneer, 59.2 miles west of Toledo.

The St. Joseph's Valley Railroad was built from the west to Columbia, Ohio. The grade between Columbia and Pioneer was known in railroad circles as "the missing link." Portions of this grade can still be found.

Pioneer

Combined capacity
at Pioneer - 49 cars

1 - End of Line
2 - Passenger Depot
3 - Tressle Unloader



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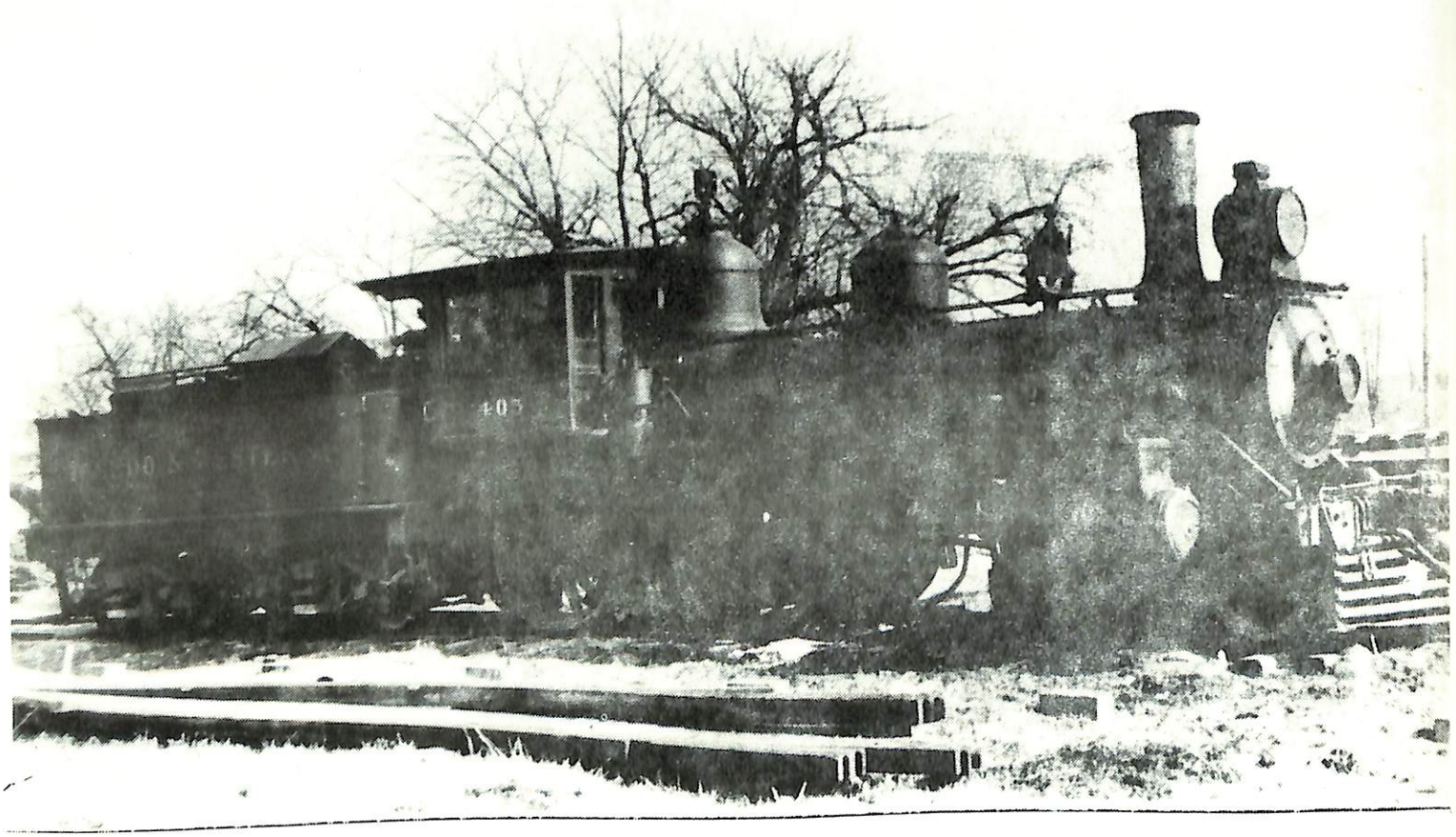
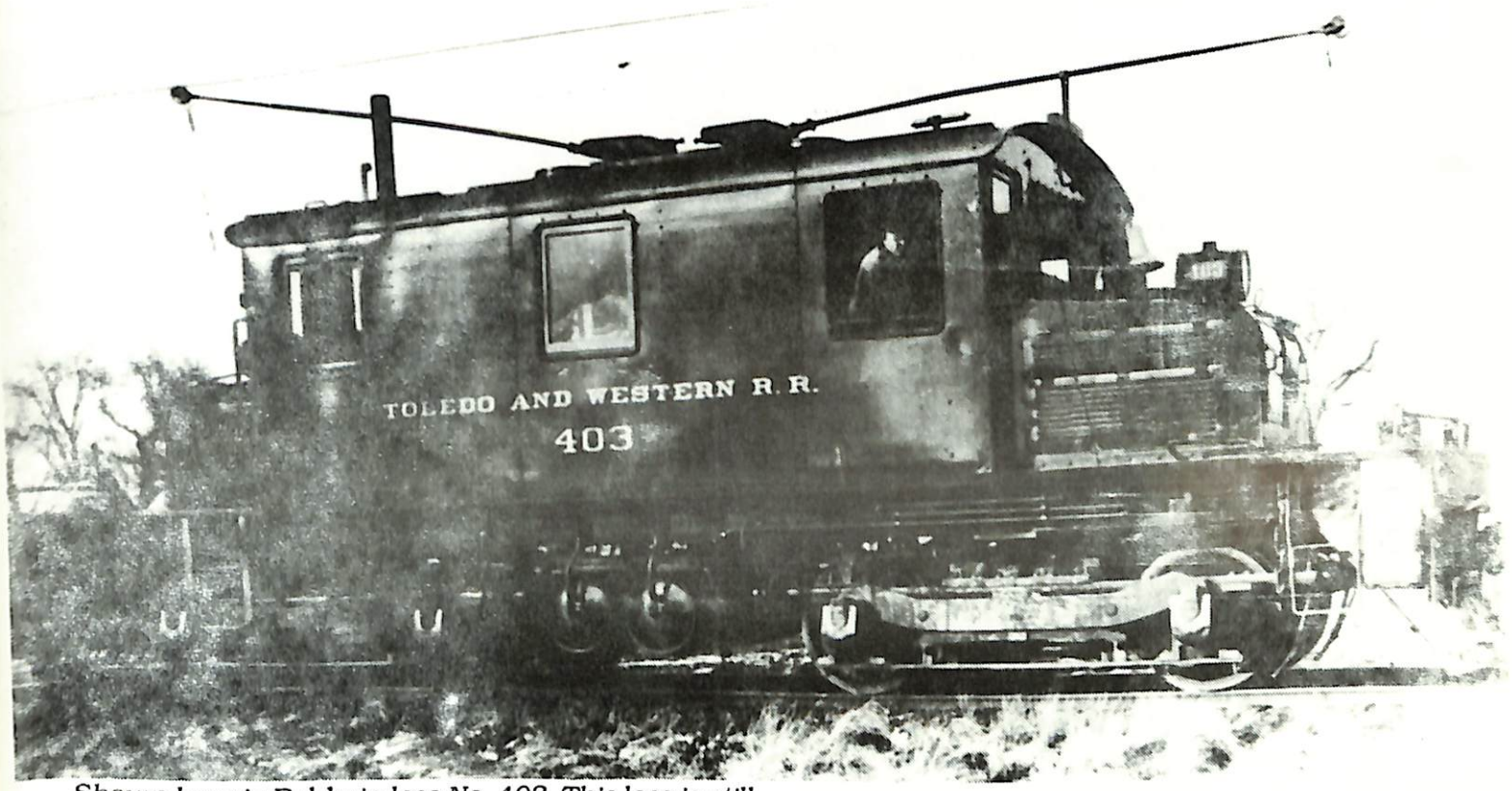
Chapter 5

Bits and Pieces of Interesting Facts



Awaiting the scrap dealer is Baldwin loco 405. This loco was retired when the sugar plant strung overhead wire throughout the factory. - *Photo Jim Findlay*



Shown here is Boldwin loco No. 403. This loco is still in the area belonging to the Toledo, Angola & Western Railroad in Toledo, OH. - Photo Jim Findlay

*Although the T&W was primarily an electric line, it did possess one steam locomotive. The T&W purchased a post-Civil War Baldwin "American" type locomotive from the Wabash as its first piece of motive power. This engine aided in construction of the line. It was also used to pull freight when the early electric plants would break down. In 1905, the locomotive went to Blissfield to switch cars in the sugar beet plant until 1915 when overhead wire was installed within the plant.

*As the condition of the tracks deteriorated, folks used new words to describe the T&W. "Teeter and Wobble" was the most popular, followed by "Tired and Weary." Yet another blast came as the Tri-Weekly. It would go up one week and **try** to come back the next, or it tried "weakly." One story has it that a limited coming through Riga a bit too fast, rocked from side to side, actually hitting a house close to the tracks.

*The T&W used different blueprints to construct waiting areas for its passengers. In the larger towns, dark brick stations were built. The two-story stations also accommodated the station agent and his family upstairs. These buildings still exist in Blissfield, Metamora, Lyons and Morenci.

*One story brick or block stations were built in Trilby, Fayette, Angola and Adrian, while wood frame buildings were used in the smaller villages of Sylvania, Allen Junction, Riga, Palmyra, Berkey, Denson, Alvordton and Pioneer. Denson's station still stands on Fulton County Road 10-3, just south of U.S. 20. The balance of the stops were simple platforms, some with a roof.

*Some of the motorized cars still exist. Cars Nos. 21, 22 and 23 are on U.S. 20 in White City. Placed in a "tee" formation by

Art Gillespie in 1935, they created a diner which still operates.

Mr. Gillespie also positioned car No. 61 just east of the White City Cars in 1935. Known as the Wagon Wheel Diner, it was sold to Meryle Laimon in 1947. Mrs. Laimon operated the diner until 1960 when she closed it due to failing health.

Easily recognized by its curved top windows, a 1901 or 1902 Jewett built passenger car converted to a shed, sits on the north side of Sylvania-Metamora Road near the Grove-Bel Estates entrance. Cable Maintenance car No. 100 is in a Tedrow, Ohio wrecking yard. Baldwin Locomotive No. 403 now belongs to the Toledo, Angola and Western line in Toledo, after working many years at the Toledo Edison Power Plant in Toledo.

*All remaining buildings from the T&W have been kept in use. The exception is the brick substation at Allen Junction. Plans were made to move a Sylvania Avenue welding shop there, but the proprietor's ill health prevented this from happening.

*Much of the right of way reverted back to adjacent property owners through reversionary clauses. Remaining bits and pieces from Blissfield to Allen Junction to Pioneer were bought by Blissfield resident George Waigle in the mid 50s. Waigle wanted the track from Collings Yard to the sugar plant so his new canning plant at the east end of Sugar Street would have a rail link. He has sold many of the parcels to adjacent land owners, but still possesses several parcels no one seems to want.

Howard Sliker of Blissfield, purchased most of the right of way from Blissfield to Adrian. His success at reselling it has been similar to that of Waigle.

NOTICE

THE OLD TOLEDO AND WESTERN RAILWAY THRU SYLVANIA, BERKEY, METAMORA, LYONS AND MORENCI, IS BEING OFFERED FOR SALE. LARGE PARCELS AT $500 PER ACRE.

HOWARD SLIKER, Realtor

BLISSFIELD, MICH. (313) 486-2501

Newspaper ad from the early seventies

East of Blissfield's Lane St. at left shows no. 5 with two of theThomson-Houston trailer cars it purchased from the Victoria Park Railway on South Bass Island. These trailers took passengers from Put-In-Bay to the Victory Hotel, until the huge resort burned.
- Photo Blissfield Advance

Shown above are many of the T&W remaining employees in June of 1950 at the annual reunion held in Sylvania. *- Photo Flossie Keefer*

*Annual employee reunions in Sylvania continued for no less than 15 years after the T&W's final bankruptcy.

*The village of Pioneer appears to be one of the places where the T&W lives on. In the area of the old freight yard the village has constructed a park appropriately named "T&W Greenbelt," accessed by "T&W Parkway."

*Folks with a passion for history in the Lyons area are working to restore the depot in their village for a museum.

A local old timer told how the cars went 90 M.P.H., 30 M.P.H. forward, 30 M.P.H. backward, and 30 M.P.H. sideways!

As time goes by, it's interesting to ponder if the type of affordable transportation provided by the T&W might return as on appropriate means to move people and freight. Some believe the time has come again for an inter-urban. Only time will tell.

TOLEDO & WESTERN RY.

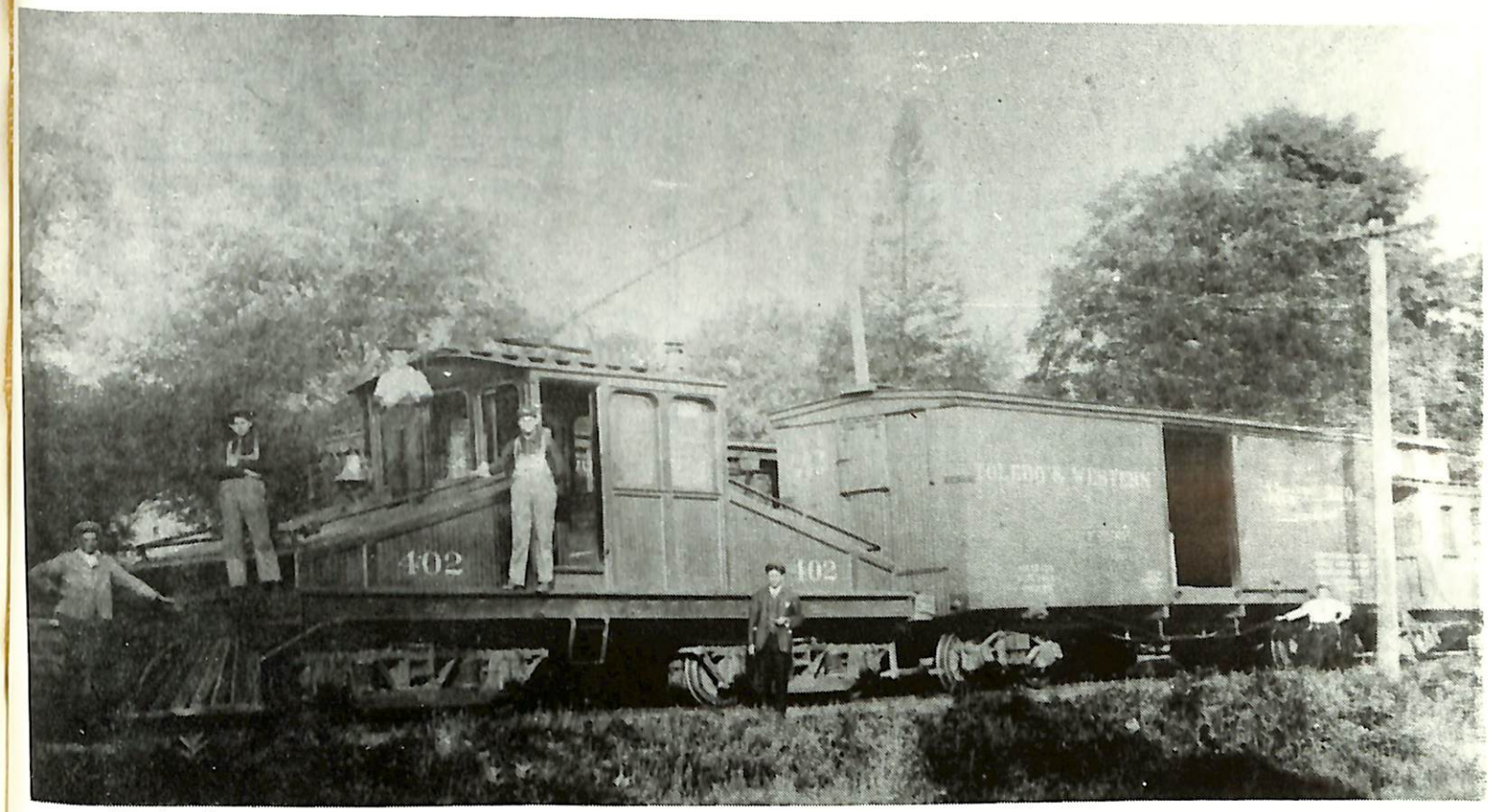
CAR NUMBER	BUILDER	BUILT	WEIGHT	SEATS	LENGTH	REMARKS
PASSENGER CARS						
1	JEWETT	'01	48,650	46	45–0	REBUILT TO 60 1914
2	JEWETT	'01	48,650	46	45–0	REBUILT TO 61 1914
3	JEWETT	'02	53,450	60	49–4	REBUILT TO 59 1910
4	JEWETT	'02	53,400	60	49–4	WRECKED 2/15/08 IN W. TOLEDO BY BIG FOUR PASSENGER TRAIN
5	JEWETT	'02	54,800	60	49–4	REBUILT TO 58 1911
6	JEWETT	'02	56,500	60	49–4	RETIRED 1925
7	JEWETT	'02	57,300	60	49–4	RETIRED 1925
8	JEWETT	'02	56,800	60	49–4	REBUILT TO 57 1911
21	CINCINNATI	'21	28,100	41	41–0	BECAME PART OF WHITE CITY DINER
22–23	CINCINNATI	'21	28,100	36	41–0	BOTH BECAME PART OF WHITE CITY DINER
29	JEWETT	'01	54,900	40	42–6	REBUILT TO 56 1910
30	JEWETT	'01	59,000	40	42–0	REBUILT TO 50 1906
41–43	THOMSON HOUSTON	'92		80	38–0	PURCH. '01 FROM VICTORY PARK RY
45	THOMSON HOUSTON			40	45–0	PURCH. '05 FROM MANHATTAN EL LINES. REBUILT TO FRT MOTOR 74 1906.
50	TOLEDO RY & LT	'11	59,900	46	54–6	RPO REBUILT FROM OLD 50 (EX 30)
51	JEWETT	'01	46,600	30	45–0	LATER REBUILT TO LINE CAR
52	JEWETT	'01	54,100	42	49–4	RAILWAY POST OFFICE–PASSENGER
52	TOLEDO RY & LT	'11	56,500	42	49–4	REBUILT FROM ABOVE CAR
53	NILES	'05	56,300	46	51–5	WRECKED 1926
54	NILES	'05	61,000	45	54–0	BECAME HOUSE IN WALDRON, MI
55	NILES	'05	59,650	45	54–9	
56	TOLEDO RY & LT	'10	54,900	46	54–6	REBUILT FROM CAR 29
57	TOLEDO RY & LT	'11	56,800	46	49–4	REBUILT FROM CAR 8
58	TOLEDO RY & LT	'11	54,800	46	49–4	REBUILT FROM CAR 5. BECAME SHED IN WEST SYLVANIA, OH.
59	TOLEDO RY & LT	'10	53,450	46	49–4	REBUILT FROM CAR 3
60	TOLEDO RY & LT	'14	70,000	66	56–0	REBUILT FROM CAR 1
60	TOLEDO RY & LT	'26	70,000	32	56–0	REBUILT INTO PIONEER DIV. RPO FROM ABOVE CAR
61	TOLEDO RY & LT	'14	69,000	66	56–0	REBUILT FROM CAR 2
61	TOLEDO RY & LT	'26	69,000	32	56–0	REBUILT INTO ADRIAN DIV RPO FROM ABOVE CAR. BECAME WAGON WHEEL DINER

TOLEDO & WESTERN RY.

CAR NUMBER	BUILDER	BUILT	WEIGHT	SEATS	LENGTH	REMARKS
FREIGHT EQUIPMENT						
74	TOLEDO & WEST.	'06			45–0	REBUILT INTO FREIGHT MOTOR FROM NO. 45.
75–76	JEWETT	'01	48,000		45–0	FREIGHT MOTOR–MADE TRAILER IN 20'S.
76	TOLEDO RY & LT	'14	60,000		50–0	FREIGHT MOTOR REBUILT AFTER COLLISION WITH DETROIT TOLEDO & IRONTON AT DENSON, OH
77	JEWETT	'02	54,000		49–4	FREIGHT MOTOR
78	KUHLMAN	'12	60,575		50–0	FREIGHT MOTOR
80	BRILL	'15	87,000		50–0	FREIGHT MOTOR SOLD TO TOLEDO & INDIANA (#54)
A	TOL. & WEST	'02			22–9	LINE CAR. ALSO USED AS SWITCHER.
100	TOL. & WEST	'28	61,000		40–4	LINE CAR SETS IN TEDROW, OH AS A SHED
101	TOL. & WEST	'28			34–0	SNOW PLOW. SOLD TO OHIO & MORENCI #7.
102	PECKHAM	'05	100,000		34–0	ROTARY SNOW PLOW. ORIG. NO. 251
103–104	F M PEASE	'01	75,000		34–0	SMALL LOCO USED AS SWITCHER AND WRECKER.
200–202	TOL. & WEST.	'01	26,300		32–0	PORTABLE SUB. SOLD TO TOLEDO & INDIANA 1934.
X–2	TOL. & WEST.	'01			32–0	PORTABLE SUB. SOLD TO TOLEDO & INDIANA 1934.
251	PECKHAM	'01			34–0	SNOW PLOW. SOLD IN 1912.
501					19–0	WEED BURNER
400	TOL. & WEST.	'02	70,000			LOCOMOTIVE
400	TOL. & WEST.					REBUILT FROM ABOVE LOCO
401	TOL. & WEST.	'05	100,000			LOCOMOTIVE
401	TOL. & WEST.					REBUILT FROM ABOVE LOCO
402	TOL. & WEST.	'07				LOCOMOTIVE
402	TOL. & WEST.					REBUILT FROM ABOVE LOCOMOTIVE. SOLD TO SPRINGFIELD SUB. R.R.
403	BALDWIN WESTINGHOUSE	'15	122,000			LOCO.–SOLD TO TOLEDO & INDIANA (# 80). LATER ACQ. BY TOLEDO EDISON (#3). NOW TA&W.
404	GENERAL ELEC.	'26	120,000			LOCO SOLD TO A ROLLING MILL IN SCHNECTADY, NY.
405	BALDWIN WESTINGHOUSE	'28	100,000			LOCO SOLD TO YOUNGSTOWN & SUB. #101
405	BALDWIN					4–4–0 STEAM LOCO. EX WABASH RR SC '15

CAR NUMBER	CLASS	LENGTH	WEIGHT	CAPACITY	BUILDER
57	CABOOSE	19–0			T & W
58	CABOOSE	19–0			P.R.R.
90	CABOOSE	19–0			P.R.R.
59	WAYCAR	34–0			ZELNICKER
60	WAYCAR	34–0			ZELNICKER
C–1	CABOOSE	33–4			T & W
C–2	CABOOSE	33–4			T & W
C–3	CABOOSE	32–10			T & W
101–102	FLAT	34–0	18,400	50,000	F.M. PEASE
105–110	FLAT	34–0	21,900	60,000	AMER. RY. EQUIP. CO
111–116	FLAT	34–0	21,000	60,000	SPL. FRT. DISP. CO.
117	FLAT	34–0	20,600	60,000	F.M. HICKS
118	FLAT	40–9	20,600	80,000	T & W
119–120	FLAT	36–0	27,700	60,000	T & W
121–122	FLAT	42–0	32,900	100,000	T & W
123	FLAT	36–0		80,000	BOUGHT FROM WABASH RR
130–133	GONDOLAS	34–0	20,500	40,000	BOUGHT FROM DETROIT SOUTHERN
140	GONDOLAS	36–0		60,000	F.M. HICKS
151–155	GONDOLAS	25–8	24,200	60,000	AMER. RY. EQUIP. CO
156–160	GONDOLAS	40–0	32,300	60,000	
161–163	GONDOLAS	36–0	28,400	60,000	T & W
164–165	GONDOLAS	34–0	22,000	60,000	T & W
180–184	GONDOLAS	36–0	35,200	80,000	A.C.F.
185–190	GONDOLAS	36–0	33,200	80,000	A.C.F.
200–208	BOX CARS	34–0	28,000	60,000	SPL. FRT. DISP. CO.
209–215	BOX CARS	36–0	32,700	60,000	A.C.F.
216	BOX CARS	35–0	29,000	60,000	T & W
217 221	BOX CARS	36–0	32,000	60,000	T & W
300	STOCK CARS	34–0	24,000	40,000	W.A. ZELNICKER
301	STOCK CARS	34–0	26,900	50,000	ERIE CAR WORKS
302–304	STOCK CARS	34–0	24,000	40,000	W.O. ZELNICKER
305–322	STOCK CARS	34–0	26,900	50,000	ERIE CAR WORKS
500–509	ROGERS CONVERTIBLE	34–0	35,700	80,000	A.C.F.
511–540	ROGERS CONVERTIBLE	31–5	32,500	50,000	A.C.F.
600	ROGERS CONVERTIBLE	35–7		80,000	T & W
510	STEEL HOPPER	34–0	39,600	80,000	A.C.F.
700–713	STEEL HOPPER	29–0		80,000	A.C.F.

ROSTERS BY R. MEAD



- *Photo above - Flossie Keefer*

- *Photo below - Jim Findlay*

T. & W. R'Y TIME CARD.

In effect Sunday, Nov. 15, 1908.

Toledo.	Sylvania.	Blissfield.	Adrian
	6:00	6:37	7:10
6:00	6:55	7:30	8:10
7:15	8:18	8:56	9:28
8:30	9:18	:56	10:28
9:30	10:18	:56	11:28
10:30	11:18	:56	12:28
12:30	1:18	1:56	2:28
1:30	2:18	2:56	3:28
2:30	3:18	3:56	4:28
3:30	4:18	4:56	5:28
4:30	5:18	6:02	6:33
6:35	7:22	8:04	8:36
8:40	9:28	10:04	10:36
‡11:30	‡12:18	‡12:56	‡1:28

Freights at 6:00 a. m. and 2:36 p. m.

Adrian.	Blissfield.	Sylvania.	Toledo
6 30	*7 03	7 45	8 30
7 31	*8 02	8 45	9 30
8 31	9 02	9 45	10 30
9 31	*10 03	10 45	11 30
10 31	11 02	11 45	12 30
12 31	1 02	1 45	2 30
1 31	*2 02	2 45	3 30
2 31	3 02	3 45	4 30
3 31	*4 02	4 45	5 35
4 31	5 02	5 45	6 35
5 40	*6 10	6 55	7 40
6 40	7 10	7 55	8 40
9 31	10 04	10 45	11 30
‡11 30	‡12 03	‡12 40	

Freights at 8 15 a. m. and 4 40 p. m.

*Connect at Allen Junction for Main Line east and west.

‡ Run Saturday nights only.

C. T. CHAPMAN,
Ass't Gen'l Pass. Ag't,
Sylvania, O.

C. F. FRANKLIN,
General Manager,
Sy.vania, O,

E. C. HULL, Agent,
Blissfield, Mich.

- 85 -

Below, Blissfield Advance

Above, Bill Henning

MAIN LINE—TOLEDO TO PIONEER

	*						†	*		
Toledo .....Lv.	....	7.00	9.30	11.30	1.30	3.30	5.30	5.45	8.30	11.30
West Toledo	6.35	7.30	10.00	12.00	2.00	4.00	6.00	6.10	9.00	11.55
Mellwood	6.42	7.37	10.07	12.07	2.07	4.07	6.07	6.20	9.07	12.02
Trilby	6.47	7.41	10.12	12.12	2.12	4.12	6.12	6.26	9.12	12.07
Cresceus	6.49	7.43	10.14	12.14	2.14	4.14	6.14	6.28	9.14	12.09
Whiteford Road	6.54	7.47	10.18	12.18	2.18	4.18	6.18	6.34	9.18	12.13
Sylvania	7.00	7.53	10.23	12.23	2.23	4.23	6.23	6.40	9.23	12.18
Centennial	....	7.59	10.29	....	2.30	4.30	6.30	....	9.30	....
Smith Siding	....	8.02	10.32	....	2.33	4.33	6.33		9.33	
Allen Junction	....	8.05	10.35	....	2.35	4.35	6.35	....	9.35	....
Berkey	....	8.13	10.43	....	2.43	4.43	6.43	....	9.43	....
Metamora	....	8.22	10.52	....	2.52	4.52	6.51	....	9.51	....
Whiteville	....	8.32	11.02	....	3.02	5.02	7.00	....	10.00	....
Seward	....	8.40	11.11	....	3.14	5.10	7.10	....	10.08	....
Lyons	....	8.45	11.17	....	3.18	5.14	7.15	....	10.13	....
Denson	....	8.57	11.27	....	3.30	5.23	7.25	....	10.23	....
Morenci	....	9.07	11.37	....	3.40	5.30	7.35	....	10.35	....
Powers	....	9.17	11.47	....	3.49	5.41	7.45	....	10.45	....
Fayette	....	9.27	11.57	....	3.58	5.52	7.55	....	10.55	....
Franklin	....	9.37	12.09	....	4.08	6.05	8.07	....	....	....
Alvordton	....	9.42	12.13	....	4.11	6.09	8.10	....	....	....
Pioneer	....	9.57	12.30	....	4.25	6.25	8.25	....	....	....

*Daily except Sunday.

†Will not discharge passengers between West Toledo and Sylvania except at Stop 4, Trilby and Whiteford Road, except on Sundays, but will make all stops to pick up passengers for points west of Sylvania.

OFFICIAL TIME CARD

EFFECTIVE SEPTEMBER 23, 1917

The

Toledo & Western

Railroad

FREQUENT SERVICE BETWEEN

TOLEDO

AND

SYLVANIA — ALVORDTON
BERKEY — PIONEER
METAMORA — RIGA
LYONS — BLISSFIELD
MORENCI — PALMYRA
FAYETTE — ADRIAN

T Indicates Telephone South Only.

Tg Indicates Telegraph

SECOND DISTRICT

Allen Jct. to Pioneer

Pioneer to Allen Jct.

WESTWARD TRAINS				Distance From Toledo	STATION	Telephone and Telegraph Stations	EASTWARD TRAINS				Capacity of Passing Tracks
SECOND CLASS	FIRST CLASS						FIRST CLASS			SECOND CLASS	
103	9	7	3				4	6	8	102	
Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	
12 45PM	6 19PM	1 16PM	7 20AM	15.9	Allen Junction	DNT	7 38AM	11 40AM	4 54PM	8 10AM	22
					1.6						
12 50	6 23	1 20	7 24	17.5	Palmer	T	7 34	11 30	4 51	8 03	5
					1.5						
12 55	6 26	1 23	7 30	19.0	Berkey	T	7 30	11 25	4 47	7 57	25
					2.3						
1 03	6 32	1 29	7 35	21.3	County Line	T	7 24	11 17	4 41	7 48	21
					1.2	DNT					
1 12	6 36	1 33	7 40	22.5	Metamora	DNTg	7 19	11 12	4 38	7 40	22
					1.8						
1 18	6 42	1 39	7 44	24.3	Champion	T	7 12	11 04	4 33	7 30	17
					2.0						
1 24	6 48	1 45	7 50	26.3	Whitevill	T	7 06	10 58	4 28	7 19	27
					3.3						
1 34	6 55	1 52	7 59	29.6	Seward	T	6 58	10 48	4 21	7 09	10
					1.9						
1 39	7 00	1 57	8 04	31.5	Lyons	DNT	6 52	10 42	4 17	7 01	15
					2.6						
1 47	7 04	2 01	8 10	34.1	Beebe	T	6 46	10 36	4 10	6 52	8
					1.4	DNT					
1 52	7 08	2 05	8 15	35.5	Denson	DNTg	6 39	10 32	4 06	6 44	19
					2.7						
1 58	7 14	2 11	8 21	38.2	Hillside	T	6 33	10 26	4 00	6 33	22
					1.1	DNT					
2 15	7 21	2 15	8 27	39.3	Morenci	DNTg	6 30	10 21	3 57	6 25	8
					3.9						
2 26	7 28	2 22	8 35	43.2	Powers	T	6 20	10 09	3 47	6 04	20
					4.0						
2 40	7 39	2 32	8 45	47.2	Fayette	DNT	6 11	10 00	3 40	5 54	10
					1.0						
2 43	7 41	2 34	8 47	48.2	Kendall		6 08	9 56	3 38	5 42	14
					3.4	DNT					
2 54	7 49	2 40	8 53	51.6	Franklin	DNTg	6 02	9 51	3 32	5 35	10
					1.4						
2 58	7 53	2 44	8 57	53.0	Alvordton	DNT	5 58	9 48	3 28	5 30	8
					6.2						
3 15PM	8 05PM	2 57PM	9 10AM	59.2	Pioneer	DT	5 45AM	9 35AM	3 15PM	5 15AM	6

PREVIOUS TIME TABLES ARE VOID AND MUST BE DESTROYED

THIS TIME TABLE IS FOR GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY. THE MANAGEMENT RESERVES THE RIGHT TO VARY FROM IT AT PLEASURE.

H. O. KELLEY, General Manager

Opposite page - T & W time cards from Nov. 15, 1903 and Sept. 23, 1917. Above and next page - Employees time table from Feb. 28, 1926. Note far right colum indicates the number of freight cars that could be stored at each stops passing track or spur.

- Don Yeager

TOLEDO AND WESTERN RAILWAY COMPANY

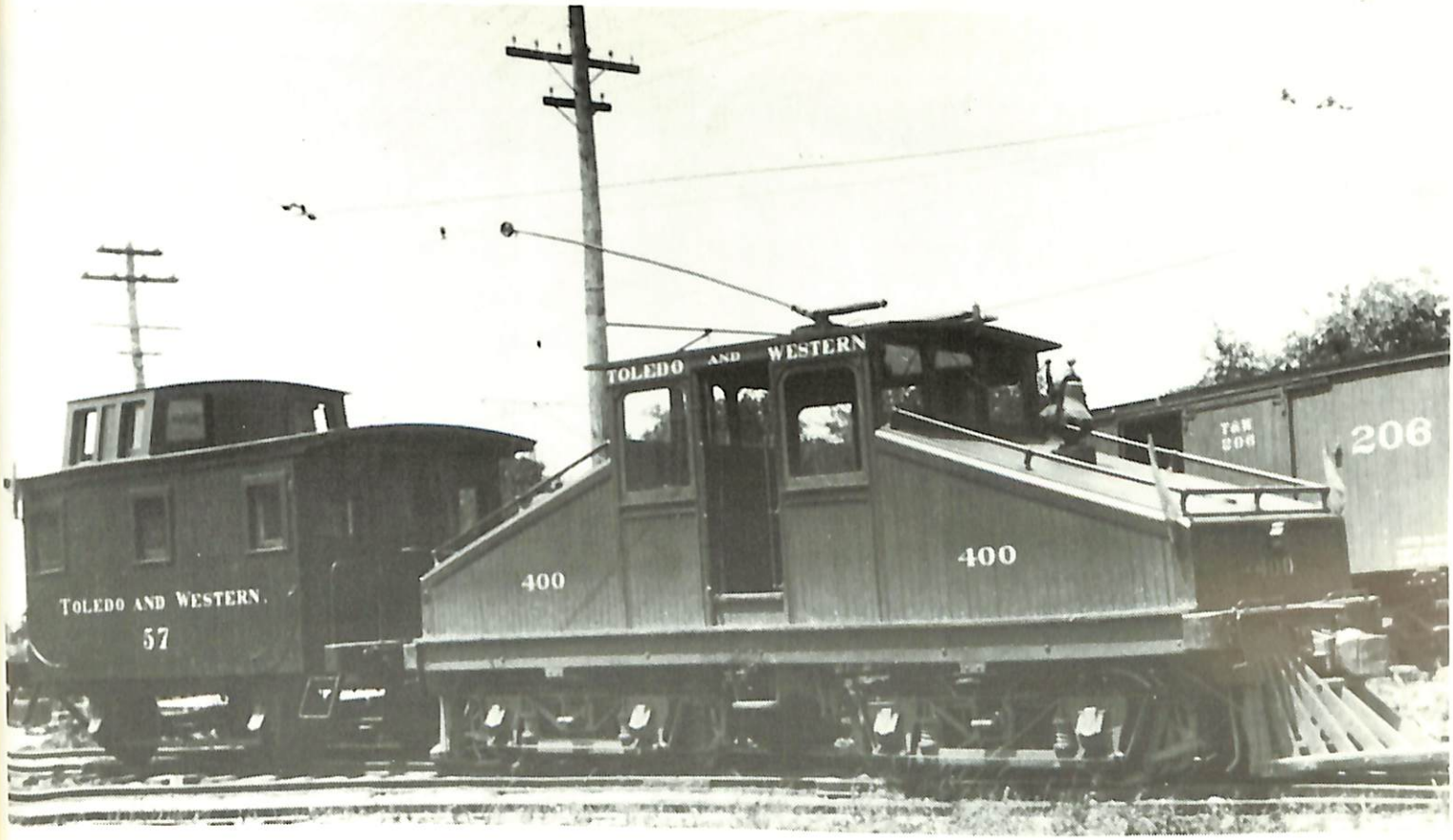
Time Table No. 39 in effect Sunday February 28, 1926, at 12:01 A. M.

Jackman Road to Wabash Subway — FIRST DISTRICT — Wabash Subway to Jackman Road

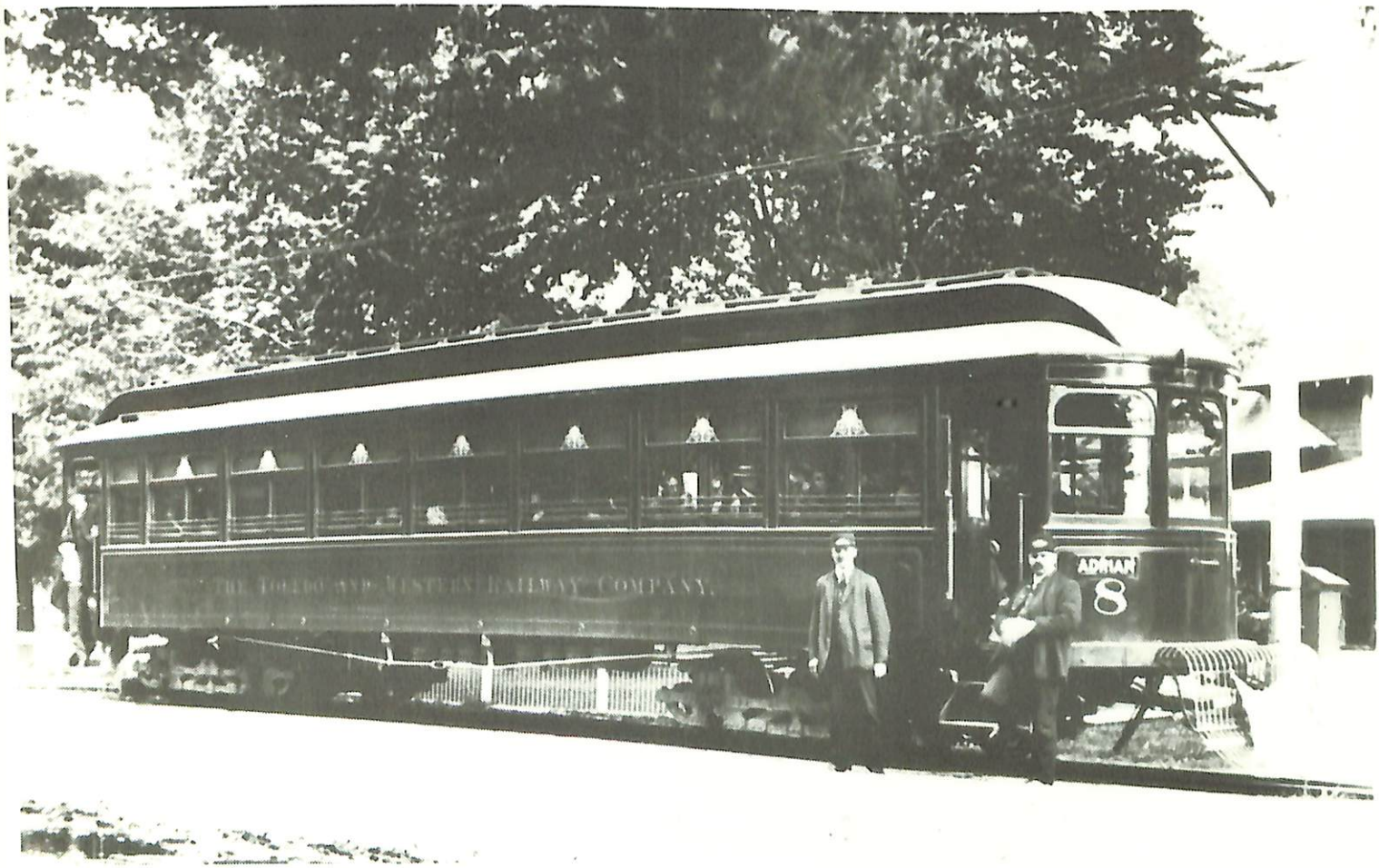
WESTWARD TRAINS											Distance From Toledo	STATIONS	Telegraph and Telephone Stations	EASTWARD TRAINS										Capacity of Passing Tracks
SECOND CLASS						FIRST CLASS								FIRST CLASS								SECOND CLASS			
203	105	103	11	25	9	23	7	5	21	8				2	20	4	22	6	24	8	10	102	104	202	
Daily Ex. Sun. & Hol.	Daily Ex. Sun. & Hol.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun. & Hol.	Daily Ex. Sun. & Hol.	
	12 20PM	11 50AM	9 50PM		5 45PM		12 40PM	8 35AM		6 45AM	4.9	Jackman Road		5 07AM		8 15AM		12 20PM		6 10PM	9 25PM	9 00AM	9 20AM		
												Toledo													
6 00PM	12 30	11 55	9 54		5 46		12 43	8 40		6 49	5.3	Fitch	DNT	6 04		8 13		12 16		5 58	9 23	8 57	9 16	1 10AM	37
											0.7														
6 07	12 35	11 59	9 57		5 49		12 46	8 43		6 51	6.0	Melwo	T	6 02		8 10		12 12		5 55	9 21	8 53	9 12	12 51	9
											1.7														
6 14	12 43	12 08	10 01		5 53		12 50	8 47		6 55	7.7	Trilby	T	5 58		8 06		12 08		5 51	9 18	8 47	9 07	12 45	10
											2.2														
6 27	12 57	12 19	10 08		5 59		12 57	8 55		7 01	9.9	Elden Heights	T	5 51		7 59		12 01		5 44	9 11	8 37	8 55	12 37	34
											2.0		DNT												
6 35	1 15	12 30	10 15		6 08		1 05	9 00AM		7 08	11.9	Sylvania	DNTg	5 45AM		7 53		11 55		5 38	9 05	8 27	8 42	12 25	9
											2.0														
6 45	1 23	12 37	10 20		6 13		1 10			7 13	13.9	Silica J.	T			7 45		11 47		5 30	8 57	8 16	8 31	12 19	15
											0.2														
6 47	1 25	12 39	10 21		6 14		1 11			7 14	14.1	Stone Quarry	T			7 44		11 45		5 29	8 56	8 15	8 29	12 17	20
											1.0														
6 51	1 28	12 42	10 23		6 16		1 13			7 16	15.1	Smith Siding	T			7 41		11 42		5 27	8 54	8 12	8 27	12 13	10
											0.8														
6 55	1 34	12 45PM	10 27	6 20PM	6 19PM	1 19PM	1 16PM		7 38AM	7 20AM	15.9	Alien Junction	DNT		7 17AM	7 38AM	11 38AM	11 40AM	4 50PM	4 44PM	8 51	8 10AM	8 25	12 10	22
											1.1														
7 00	1 40		10 30	6 24		1 23			7 41		17.0	Southlark	T		7 13		11 35		4 45		8 47		8 17	12 03	11
											3.0														
7 15	1 50		10 37	6 30		1 30			7 48		20.0	Korth	T		7 06		11 28		4 36		8 40		8 05	11 49	24
											3.5														
7 33	2 00		10 45	6 38		1 38			7 55		23.5	Riga	T		6 58		11 20		4 27		8 32		7 55	11 33	5
											1.4														
7 39	2 06		10 48	6 41		1 41			7 58		24.9	Colling	T		6 55		11 17		4 22		8 29		7 37	11 27	40
											1.2		DNT												
7 45	2 15		10 53	6 45		1 45			8 02		26.1	Blissfield	DNTg		6 53		11 13		4 15		8 24		7 20	11 21	14
											1.4														
7 58	2 21		10 58	6 49		1 50			8 06		27.5	Wilson	T		6 49		11 08		4 10		8 20		7 00	11 12	5
											1.2														
8 17	2 30		11 03	6 53		1 54			8 09		28.7	Harris	T		6 46		11 02		4 04		8 17		6 53	11 03	4
											1.9														
8 30	2 45		11 08	7 00		2 00			8 14		30.6	Palmyra	T		6 41		10 56		3 58		8 12		6 41	10 50	6
											3.6														
8 48	2 59		11 14	7 05		2 08			8 22		34.2	Fulle	T		6 34		10 51		3 52		8 06		6 25	10 36	5
											1.9														
9 05PM	3 15PM		11 20PM	7 15PM		2 15PM			8 27AM		36.1	Wabash Subway	DNT		6 30AM		10 45AM		3 45PM		8 00PM		6 15AM	10 25PM	25

D Indicates Day.

- Don Yeager



Photos above and below - Jim Findlay



Above - Adrian city street car No. 220.
- Photo Mrs. Harley Benfield

Below- the party's over for the O & M at Denson. Shown in the foreground is the diamond crossing the D.T. & I. *- Photo Jim Findlay*